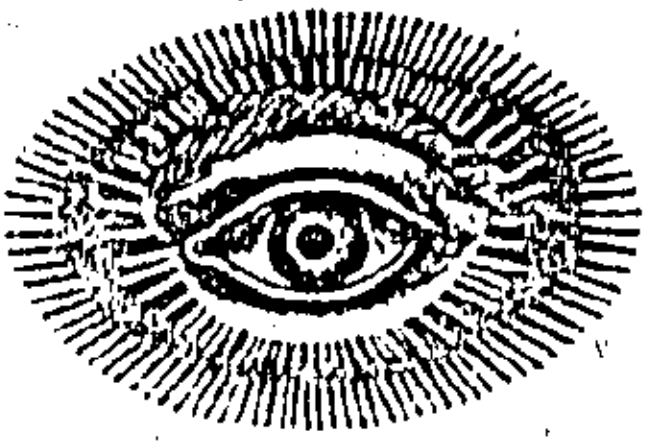


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7 JONGKONG LONDON SHANGHAI

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SATURDAY,

APRIL 23,

日二廿月三

1927

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NAVAL MEN IN WUHU CLASH.

COOLIE MOB'S ATTACK ON STEAMER.

BIG TROOP CONCENTRATION AT HANKOW.

NEW PEKING SENSATION.

In frustrating an attempt by a gang of coolies at Wuhu to rush a river steamer which was lying alongside the B. and S. hulk, a British armed party was forced to use their bayonets, and several coolies were slightly wounded.

There is large troop concentration at Hankow in view of an expected attack by Northerners. Lower down the river at Kiukiang, the Communists are completely in control and anti-British posters are again making their appearance in the ex-British Concession.

Nationalist forces are shelling Pukow from Lion Hill and several large fires have broken out.

Further sensational disclosures have been made as the result of the examination of the documents seized in the raid on buildings in the Soviet Embassy grounds at Peking, including the fact that the Soviet had paid over one million gold dollars in November to the Nationalist Government and were guaranteeing a further large monthly sum.

Wuhu, April 22. Chiang Kai-shek's anti-North expedition since it started from Canton last year. It orders a Russian military commission to be established for the Kuomintang army, the chairman of which should be concurrently chief-of-staff of the Nationalist army. Another letter to Borodin states that the Soviet paid \$81,100,000 to the Nationalist Government last November, and proposed that \$8,500,000 be paid monthly until the conclusion of hostilities.

A letter to General Gallens shows that the Soviet paid him a salary of nearly \$87,000 a month as the Soviet military adviser to Marshal Chiang Kai-shek.—*Reuter.*

FRANCE AND NANKING.

Agreement With Britain.

Paris, April 22. At the close of the Cabinet meeting this morning, M. Briand announced that the French and British Governments were in complete agreement with regard to the Note to be sent to the Chinese Nationalist Government concerning the Nanking outrages.

M. Briand added that there had always been complete Franco-British agreement as regards affairs in China.—*Reuter.*

Threat to Blockade.

Paris, April 22. The Five Powers' reply to Eugene Chen's answer to their protest against the Nanking outrages will contain a threat to blockade the Yangtze if satisfaction is not given, according to *Le Matin*, which declares that such a blockade would mean the isolating of Shanghai from the communist stronghold at Hankow.

The French Minister at Peking has already been instructed to give his assent to a joint reply.

Le Matin points out that the Powers must take into consideration the split which has arisen among the Southerners. The Nationalist, Chiang Kai-shek, cannot be treated in the same way as Borodin's accomplice, Eugene Chen.—*Reuter.*

THE ECONOMIC WEAPON.

Grave Crisis At Hankow.

London, April 22. Hankow reports state that the local Government are making a house-to-house collection of silver in the native city, and are searching all Chinese pedestrians for it. Coal, of which there is a shortage, and rice, are being commandeered and rationed.

Mr. Chen has informed all the local Consuls that his Government cannot guarantee the security of premises vacated by their owners, and has called an international meeting in the hope of getting foreigners to resume business.—*British Wireless.*

BRITISH SAILOR STABBED.

A Shanghai Incident.

Shanghai, April 22. A message from Hankow, dated the 21st, states that two British (Continued on Page 16.)

TRAINS TO CANTON CEASE.

STRIKE ON THE CHINESE SECTION.

LOCAL SERVICE CONTINUES.

A dislocation of the train service to Canton has been caused by the trouble in the native city between the "Reds" and the moderate elements, resulting in the engineers of the Chinese section of the Kowloon-Canton Railway deserting their posts.

Prior to the 8.05 express leaving for Canton this morning, word was received from the Chinese section that all the engineers on the trains had deserted, and that there would be no connexion for the express, the departure of which was accordingly cancelled.

On enquiry this morning, we were informed that the trouble only affected the men of the Chinese section. The service to Sum Chun and other stations in British territory is being maintained as usual.

IN HONOUR OF ST. GEORGE.

THIS MORNING'S CENOTAPH WREATH-LAYING.

To-day being St. George's Day, there was the customary ceremony of laying a wreath at the Cenotaph in the morning.

The brief but impressive ceremony at the Cenotaph was attended by the committee and members of the St. George's Society. Mr. C. G. Alabaster (president) and Lieut. Col. L. G. Bird carried a wreath, taking the form of a shield with the cross of St. George in the centre and tied with the colours of the Society, to the foot of the cenotaph, where it was placed.

The two wreath-bearers were followed by members of the Society, who included the Hon. Sir Henry Pollock and Mr. W. A. Dowley (past president), the Rev. Copley Moyle, the Hon. Mr. E. D. C. Wolfe, Messrs. H. B. L. Dowbiggin, J. H. Ramsay, W. J. Stokes, R. E. Lindell, T. Pearce, P. S. Cassidy, F. A. Wells, L. C. F. Bellamy, and many others.

Later in the morning a wreath was also laid on the Cenotaph by N.C.O. and Men reservists of the Northumberland Fusiliers who are now serving with the Camerounians.

As we reported the other day, it has been decided to celebrate the occasion this year with an "at home" to service men in Hongkong, from 2.15 to 7 o'clock this evening, at the Queen's Theatre, where films and other entertainment will be provided.

There is to be a special service at St. John's Cathedral at 11 a.m. to-morrow in honour of the English patron saint.

St. George's Day dances are arranged for to-night at the Hongkong Hotel and the Peak Club, but the St. George's Society dance, as before, is to be on Twelfth Night, January 6 next.

YOKOHAMA SPECIE BANK.

ANNOUNCEMENT BY HONGKONG BRANCH.

We have received the following from the local office of the Yokohama Specie Bank:—

Sir,—We wish to notify our customers and the public that, notwithstanding the moratorium that has been declared in Japan, our Head Office has informed us that the Yokohama Specie Bank, Ltd. will carry on business both in Japan and in all its foreign branches without any difference or restriction whatsoever. All obligations will be promptly met irrespective of amounts involved and we shall continue to cater to the wants and convenience of our customers exactly as heretofore.

A satchel containing departmental papers which Mr. G. F. Taylor left behind in taxi when returning to Green Island, on Wednesday night, has been found and returned to the owner.

OUR TELEPHONES.

AUTOMATIC SERVICE LIKELY.

AN IMPROVED SYSTEM.

The second annual general meeting of the Hongkong Telephone Company was held at Exchange Building this morning, when the Chairman, Mr. J. Scott Harston, reviewed the work of the company during the year. The service had been considerably improved, he said, as instanced by the fewer number of complaints received during the period covered.

Reference was also made to the possibility of introducing an automatic system of telephones, the company keeping an open mind on the subject, pending a report by the consulting engineers at Home. Addressing the other directors and attendant shareholders, Mr. Harston said:

Gentlemen:—The Report and Accounts having been in your hands for the prescribed period, I will, with your permission, adopt the usual procedure, and treat the same as read.

The Auditor's Report is as follows:—"We have examined the above Balance Sheet with the books, accounts, and vouchers of the company, and have obtained all the information and explanations we have required. In our opinion, such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of affairs of the Hongkong Telephone Company, Limited, as at 31st December 1926, according to the best of our information and explanations given to us and as shown by the books of the company."—Lowe, Bingham and Matthews, Chartered Accountants, Auditors, "Hongkong," 7th April 1927.

Promoter's Death.

Before proceeding with the business of the meeting, I would like to refer, with a sense of the most profound regret, to the lamented death, in the month of May last year, of your Directors' esteemed colleague, the late Hon. Sir C. P. Chater, Kt. C.M.G., Sir Paul Chater was, as you are aware, one of the promoters concerned in the formation of this Company, and it is to be particularly regretted that your undertaking should, in the first year of its operation, have been deprived of the counsel of one, who, by virtue of his lengthy association with the Colony and its commercial activities, could, and did, at all times, contribute to the deliberations of your Board much sound advice based upon a practical knowledge as to, and unequalled experience of, local requirements.

The Accounts.

Turning to the accounts for the year under review, I am unfortunately precluded from offering a detailed comparison of the items appearing under the various headings in the Profit and Loss Account, and Balance Sheet, for, whilst the Accounts before you cover the full period of a business year, the Accounts previously presented only recorded the operations of your Company for the period of six months from its formation up to 31st December, 1925. In the circumstances, therefore, I propose to confine myself to offering amplifying details in respect of such items as appear to call for special comment.

On personal, you will have observed that the balance standing to the credit of Profit and Loss Account at the 31st December, 1926 amounted to \$194,708.56, which balance was arrived at after providing \$131,052.05 for Depreciation; \$25,934.00 for the payment of the Government in respect of Royalties in accordance with the terms of our franchise; \$5,527.89 for the purpose of writing off a portion of the preliminary expenses in connexion with the formation of the Company; and \$5,686.24 for writing off bad debts. In this latter connection I would point out that it was inevitable that, as a result of the disturbed conditions prevailing in the Colony in the latter portion of the year 1925 and the early part of 1926 and the consequent general exodus to Canton, this Company—in common with other public utility concerns—should have to bear losses in connexion with (Continued on Page 16.)

ITALIAN CHARTER TO LABOUR.

SCHEME TO ELIMINATE STRIKES.

THE STATE'S INTERVENTION.

Rome, April 22.

Celebrations on the anniversary of the foundation of Rome have been made the occasion for the publication of the Government's charter of labour, crystallising the efforts made by Signor Mussolini to wipe out strikes and lockouts.

The charter embodies principles governing hours and wages conditions, and provides that production must be centred on a general conception of the well-being and greatness of the entire nation. Syndical organisations must be formed under State direction, and the membership is to be free. Capital and labour must be conciliated, or their disputes submitted to "labour magistrates."

It is announced that the enrolled Fascists total 2,168,821, besides considerable numbers enrolled in the Fascist trade unions.

The charter declares that private initiative in production being regarded as the most efficient instrument of national interests, the organiser of a company is responsible to the State for production. Professional associations of employers, are obliged in every way to promote or increase production and reduce costs.

The State will intervene to control or assist in the management only when private initiative fails or the political interests of the State are involved.

Night work is to be paid for at a higher rate than day work. The worker is to be entitled to an annual paid holiday after a year of uninterrupted service. Compensation must be paid in respect of unjustified dismissal, also in the event of death.

The State proposes measures to improve accident and unemployment insurance, and extend insurance against all illness, besides introducing special endowment insurance for young workers. Home workers are to be included in the benefits and discipline of the collective labour contract.—*Reuter.*

SAVED BY PARACHUTE.

BRITISH AIRMAN'S THRILLING JUMP.

London, April 22.

An officer of the Royal Air Force made a parachute descent to-day from a height of 8,000 feet and landed safely. He was Flight Lieutenant David Daucy Greig, of the Central Flying School.

He had gone up from Oneley in a single-seater fighting plane to carry out special tests. Suddenly the machine was seen to be out of control, and to be spinning towards the ground at a terrific speed. For some moments Greig could be seen making a desperate but vain effort to regain control.

A few seconds later, when the machine appeared to be falling like a stone, the airman was seen to jump from the pilot's seat. He, too, was falling like a stone, when to the relief of the onlookers his parachute opened, and he made a prolonged but safe descent, reaching the ground about two miles from his starting point.

The aeroplane struck the earth several minutes earlier, and burst into flames.—*British Wireless.*

"BRITISH WORKER" REVIVED.

FOR FIGHT AGAINST TRADE UNION BILL.

London, April 22.

The *British Worker*, which ran for eleven issues during the general strike last year, as a strike bulletin of the General Council of the Trade Union Council, will be again issued, as a penny weekly, and will be the official bulletin of the Trade Union Defence Committee, during the period of the campaign against the Government's Trade Union Bill.—*Reuter.*

Bulls and Inners

From the Office Butts.

In an endeavour to make ends meet, the girls at Central keep plugging away.

The Chinese navy looks as if it will soon be junked.

Ham-tung has been appointed Commissariat Commissary at Hankow.

It didn't rain so hard as some of the imprecations the other night.

This week's golf hint:—Always get on the green first. This provides an opportunity of employing new methods of holing out, particularly if the caddie is looking for a tip instead of the ball.

All women at Home now have a vote but it requires warm weather to see the feminist movement.

Apparently they don't have barbers in China, for two ladies arrived from the interior yesterday wearing their hair in a bun.

The donkey which boards on a grass patch in Mody Road has many friends in the vicinity.

"Stands Scotland where she did"? Not according to deckumentary evidence.

For every flat let out at the present prices, there is another, let in.

Collars at a local outfitting sale were going for necks to nothing.

This week's stray bat from the belfry:—"Why is it that the stationary business is never at a standstill?"

Some folk are antagonistic; others again are merely agonising.

As Sidney Smith said "There are very few who would not rather be hated than laughed at."

If the busted flush, then their faces do not qualify for poker.

There is no truth in the story that a public subscription is to be raised to defray the expense of the St. George's Cenotaph wreath.

A man's hobby is known by the number of holes or cylinders he talks.

Nothing like getting the proper atmosphere, hence the trenches in Nathan Road.

The new hotel on the Praya is very impressive.

Even if gentlemen do prefer blondes, it is not altogether a fair sex.

The big stakes in China are mistakes just now.

Wednesday night's rain was bad. In some parts of Hongkong the water was nearly up to the edge of the ladies' skirts.

Before marriage a man yearns for a woman. Afterwards he dispenses with the "y."

As evidence of Empire solidarity we note that an entirely English concert is being given in honour of St. George's Day—by two Scottish bands.

Hankow is now ahead of Peking by one mandate.

Was it a prominent resident or a resident with a prominence who got stuck in the Peak Tram the other day?

A local contemporary relates of a Colonial Governor who died some weeks ago, that he is "rapidly sinking." These *post mortem* bulletins should be discouraged.

Curfew at Shanghai has been extended to midnight. Hongkong is getting more like Shanghai every day.

The disappearance of the Statue Square ghost is complete. He must have read last Saturday's bulls.

Miss 1927 will now be as good a man as any woman.

This week's sub-title:—"Why, you're so lucky that if you fell into a dustbin you would come out a chocolate."

The Budget wasn't very satisfactory. From what we hear a great number of people will have to pay just as much conscience-money.

If the Scots introduced the haggis, the English are apparently not far behind with the haggie.

The Radio Society has arranged to broadcast the noise of rushing waters through the Blue Grotto at Happy Valley.

When they read the account of the Mexican train bandit outrage, these Chinese brigands will be red with envy.

Owing to disturbance in the ether caused by noisy hawkers in lower Wyndham Street, the Radio Society is formulating a protest to Government.

Report of a "bar boat" suggests that the Dutch crew's win on Wednesday was a schnappy one.

It is difficult to tell Canton's present political colour. Probably a pale mauve.

Red is a primary colour, but it's nevertheless of secondary importance in Canton these days.

Although the joint deliberations of the Powers will probably develop a strong solution, thus ensuring positive action, Eugene Chen's reply is sure to prove another vigorous negative.

According to a writer in Wednesday's *Daily Press* "...the bottle neck at the Peak Tram... is a blot on the escutcheon of the Colony." Must have been confusing Crown Colonies with "crown corks."

If the heading which appeared in a contemporary "Flight Return" referred to a flapper we recently saw at the tennis tournament, we quite agree.

We understand that the Army Veterinary Corps have issued special instructions regarding the preparation of fodder in China. We expect that in the future, the poor old army mules will be expected to make the chaff their guide!

"What is offering in the way of a small car at £20,000?" asks a Home advertiser. The supply of pedestrians must be getting short.

We notice that a local advertisement refers to "The only Hotel in Cant." Sort of place one would visit *ineleg*!

"Women gagged with oranges" stated a headline in a local newspaper. Enough to give anyone the pip.

There is no truth in the rumour that the Peak Residents' Association has sent Mr. H. Humphreys a cable wishing him a pleasant holiday.

"Chubb be or not Chubb be" as they say about the fares on the Peak Tram these days.

There is no truth in the rumour, that owing to 1928 being Leap Year, Government servants have petitioned that February 29th, be proclaimed a public holiday, in order to avoid creating the precedent of doing a day's work for nothing.

The Kowloon girl who was overheard to remark "One doesn't know what to wear, this weather" certainly knew what not to wear!

A reader complains about the coolies who "scrounge through refuse heaps and dust-bins." An example of an industry thriving and fast-decaying at the same time.

Although winning the Trovessa race for the second year, there were no signs of a trophy about the Tjisoroa crew.

A local violinist has been sued by his wife. This looks like a case of playing second fiddle.

"Riding the country of Reds," says a contemporary. Roughshod, we hope!

China must be nearly normal again for according to the D. P. a service of excursion trains to Chekwang, near Lin Tin, commenced on Thursday, and will be continued until Sunday.

ASSURE YOURSELF
OF A
PLEASURABLE WEEK-END
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Par Excellence
BRING YOUR PARTNERS
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HANKOW DANGER.

GRADUAL CLOSING IN OF
HUNAN TROOPS.

Hankow, April 14.
The division of land in Hunan by the Peasants' Union, by force, accompanied by terrible brutalities such as the murders of a number of landowners, is actively proceeding throughout the province, which is surrendering to a monstrous form of Bolshevism. The gradual closing in of Hunan troops towards Hankow (Chiang Kai-shek is preventing them from going down river) is being accompanied by monster demonstrations here. The situation is very grave.

Climax Almost Here.

Mr. Lenox Simpson (Putnam Weale), who is here observing and recording the situation, declares that the climax is almost here.

He believes that the naval forces here are inadequate to prevent a great tragedy. He thinks that only the fortified Japanese Concession—which is hourly being strengthened—will be adequate to meet the shock, which will, he says, be sudden and overwhelming and must engulf many. He states deliberately that unless strong foreign military forces come here immediately it will be too late, with disaster inevitable.

American Fear.

Americans here are depressed at the fearful account of their Government's alleged refusal to charter a ship to remain here if evacuation should become necessary.

They are afraid that when the time comes when a ship will be needed none will be available because of what they term the short-sighted policy of the State Department, which is alleged to have advised the Consul-General here that "no funds have been appropriated for the purpose." The present situation, it is the opinion of all, may be likened to a powder-barrel and requires only a spark to explode.

The Americans point out that the British, French and Japanese have ships such as they (the Americans) have requested.—*Reuter.*

ATLANTIC FLIGHTS.

RIVAL PREPARATIONS TURN
INTO RACE.

New York, April 22.

The preparations of the aspirants for the \$25,000 prize offered for the first airman to complete the Paris-New York or New York-Paris non-stop flight is assuming the character of a race, in view of the news that Captain Nungesser, the famous French war "ace" is preparing for an early attempt to fly from Paris.

The news has incited the backers of the civilians, Bert Acosta and Lloyd Bertaud, to speed up their preparation in order that they may take off at the earliest possible moment.—*Reuter's American Service.*

COTTON RESTRICTION.

TWENTY-FIVE PER CENT CUR-
TAILMENT RECOMMENDED.

London, April 22.

The Cotton Yarn Association has sent a letter to its members recommending the immediate curtailment of the output up to 25 per cent of the full production, a restriction which is to become operative on the 25th inst. It will not operate in respect to yarn spun from standard mixings above forty-twos.—*Reuter.*

SHANGHAI TANKS.

FIVE FRENCH MACHINES
ARRIVE.

Shanghai, April 19.

For the first time in its history Shanghai saw tanks yesterday. The tanks were French, of the whippet type, and they were brought from Indo-China to take part in the defence of the French Concession.

They arrived at the end of last week by the M. M. Chenonceaux, and yesterday were brought ashore at the Old Ningpo Wharf, whereafter they made their way to the French Concession along Broadway, the Bund and Rue du Consulat.

Apparently a slight mistake in the route was made when it came to Avenue Edward VII, for up to a certain point the tanks proceeded along this thoroughfare, thereafter turning back and going along the French Bund.

Left Marks Behind.

This particular mistake brought to the notice of those who saw the tanks a very interesting feature of their mechanism, for in making a sharp turn the tanks appeared to raise themselves up on their rear wheels.

It is understood that the tanks weigh about three tons each—a very small weight in comparison with the original British tanks which were used during the war, but even so they left their marks upon the asphalt roads traversed during their journey. Three of them are armoured with machine guns, while the others carry a light gun of the pompom variety.

Two-men as Crew.

These guns are mounted in turrets which can revolve a complete circle, and it is understood that they are especially good for street fighting. Each tank is manned by two men. For the time being the tanks are being stationed at the Franco-Chinese School in Rue Montauban.

By the str. Chenonceaux Colonel Landais arrived and has taken over the defence of the French Concession. Admiral Bazire is shortly retiring, and will be relieved about June or July.

HOME-ON LEAVE.

POPULAR POLICE OFFICER
SAILING BY MALWA.

When the Malwa leaves for Home next week one of the passengers for London will be Chief Detective Inspector T. Murphy of the Criminal Investigation Department, Hongkong Police.

Mr. Murphy who is going on ten months' furlough will visit both Ireland and Scotland. His duties in Hongkong, will be carried on in his absence by Inspector A. N. Reynolds who is at present in charge of criminal records and murder investigation which work it is understood, Sub-Inspector L. P. Lane will take over.

Mr. Murphy was last on Home leave in 1922. Mrs. Murphy, passed away in Hongkong last July.

Several other members of the Force are returning Home on the same steamer. The many friends of Mr. Murphy will wish him a very pleasant holiday at Home.

STEAMER RE-BOUGHT.

NORDDEUTSCHE LLOYD BUYS
ZEPPELIN.

Berlin, April 22.

The Norddeutsche Lloyd has repurchased from the Orient Line the former Norddeutsche steamer Zeppelin, now named the Ormuz, which was handed to Britain after the war. She will be re-named the Dresden.—*Reuter.*

KHIVA AT SHANGHAI.

PASSENGERS' STORIES.

Shanghai, April 22.

From passengers' stories it appears that the Khiva suffered from very heavy rain and fog after leaving Hongkong and the Captain was unable to leave the bridge. The ship passed inside Steep Island lighthouse, proceeding at half speed, sounding constantly. The fog concealed the landmarks, and the lighthouse which was normally visible from twenty miles became invisible from two miles. Very strong currents from Hangchow Bay swept the Khiva seven miles out of her course. She stove in her bows on a small pinnacle of one of the many islands thereabouts just before midnight.

The passengers immediately went up on deck. There was no panic. The ship drew off and anchored. Eventually the anchors dragging, she proceeded ten miles to the north west to a more sheltered position until tugs arrived and conveyed her to Shanghai.—*Reuter.*

JUST ARRIVED! NEW RECORDS!

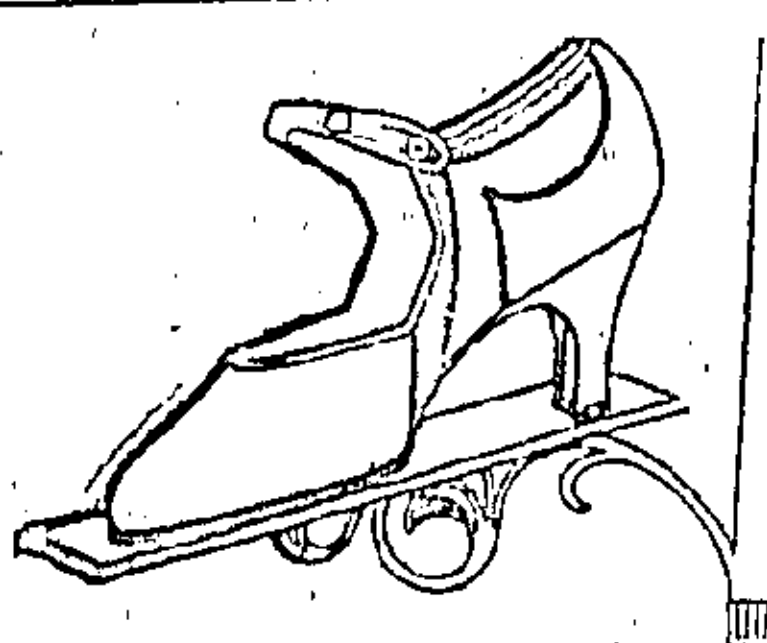
- 4546 {Sleepy Head.
Perfume of the Past.
- 4527 {Where'd You Get Those Eyes.
You Need Someone To Love.
- 4556 {I've Never Seen a Straight
Banana.
While the Sahara Sleeps.
- 4557 {Am I Wasting My Time On you
I'll Follow Your Footsteps.
- 4558 {That's Why I Love You.
Looking at the World.
- 4559 {Only You and Lonely Me
Dreamily Waltz.
- 4563 {I Wonder What's Become of Joe
When Its Twilight on Missouri
- 4568 {For My Sweetheart.
Here in My Arms.
- 4569 {Black Bottom.
Pretty Cinderella.
- 4476 {Oh! Miss Hannah.
Lonesome and Sorry.

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The following letter testifies to the pleasant taste of this preparation.

The Doctor's Jam.

Dear Sir,
I prescribed 'Bynol' for a patient convalescent after Pneumonia. This preparation not being disliked was found by her little children, who promptly devoured the remaining 'Bynol' and called it 'the doctor's jam'.
Yours truly, "M.D."



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throat and chest.
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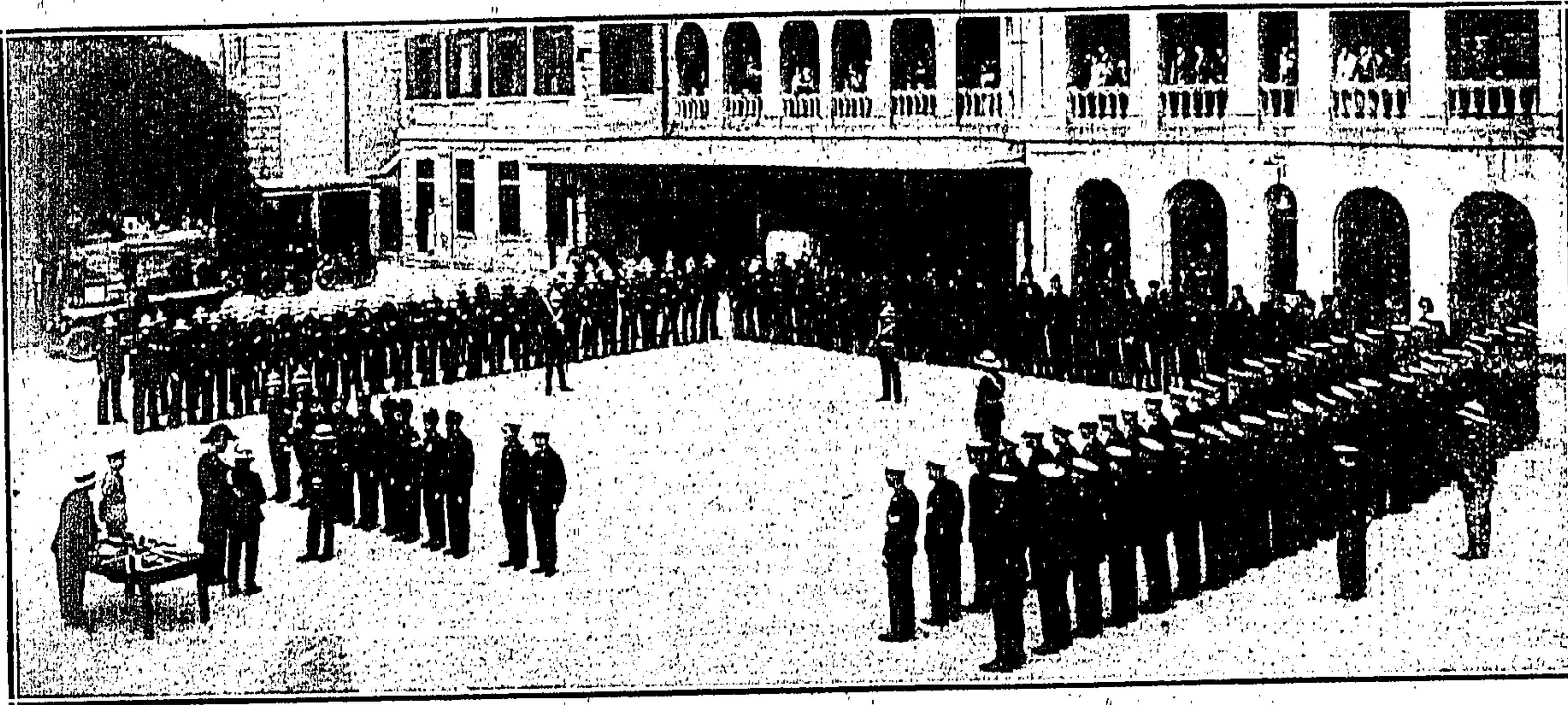
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Emulsion**
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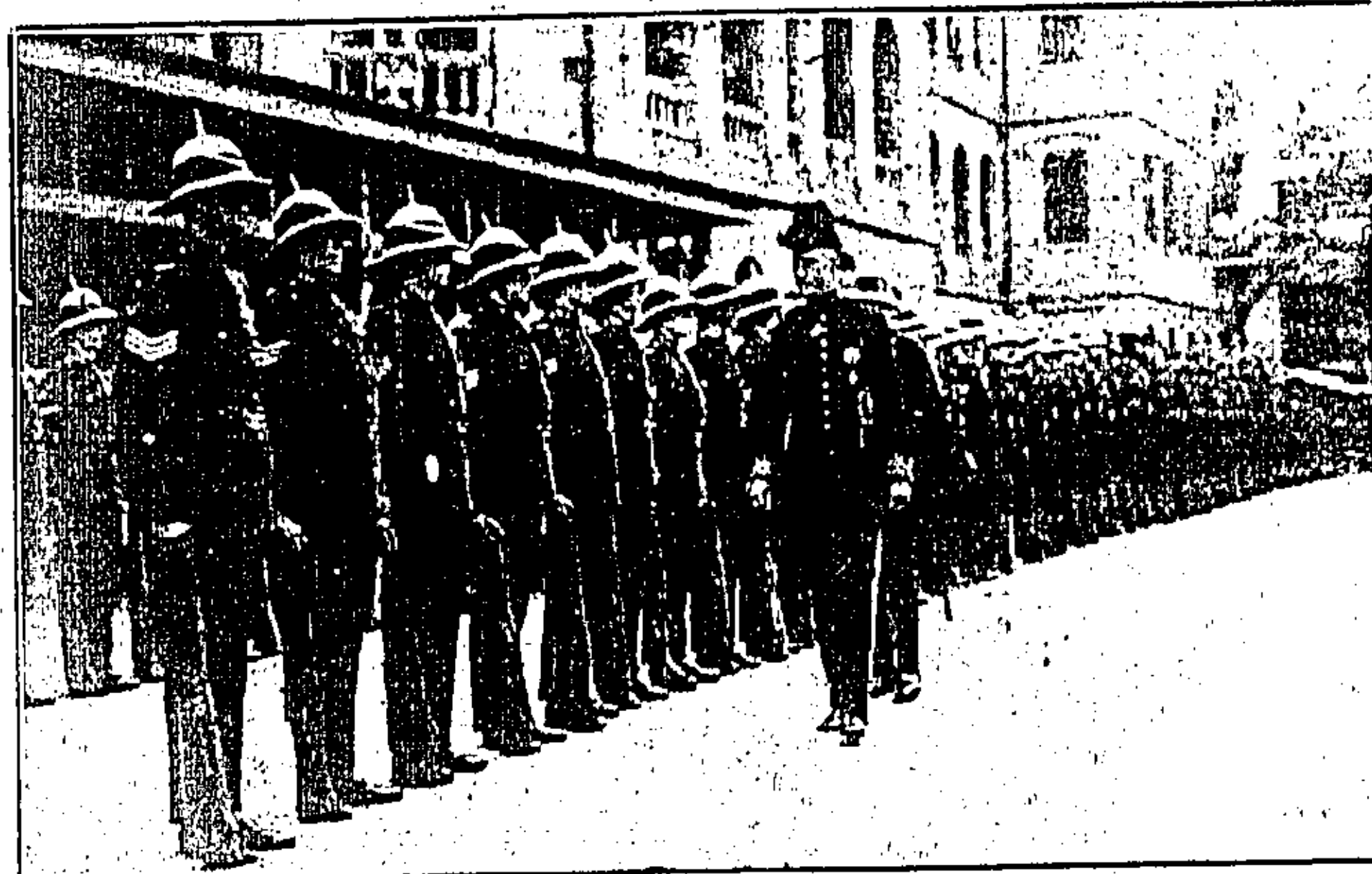
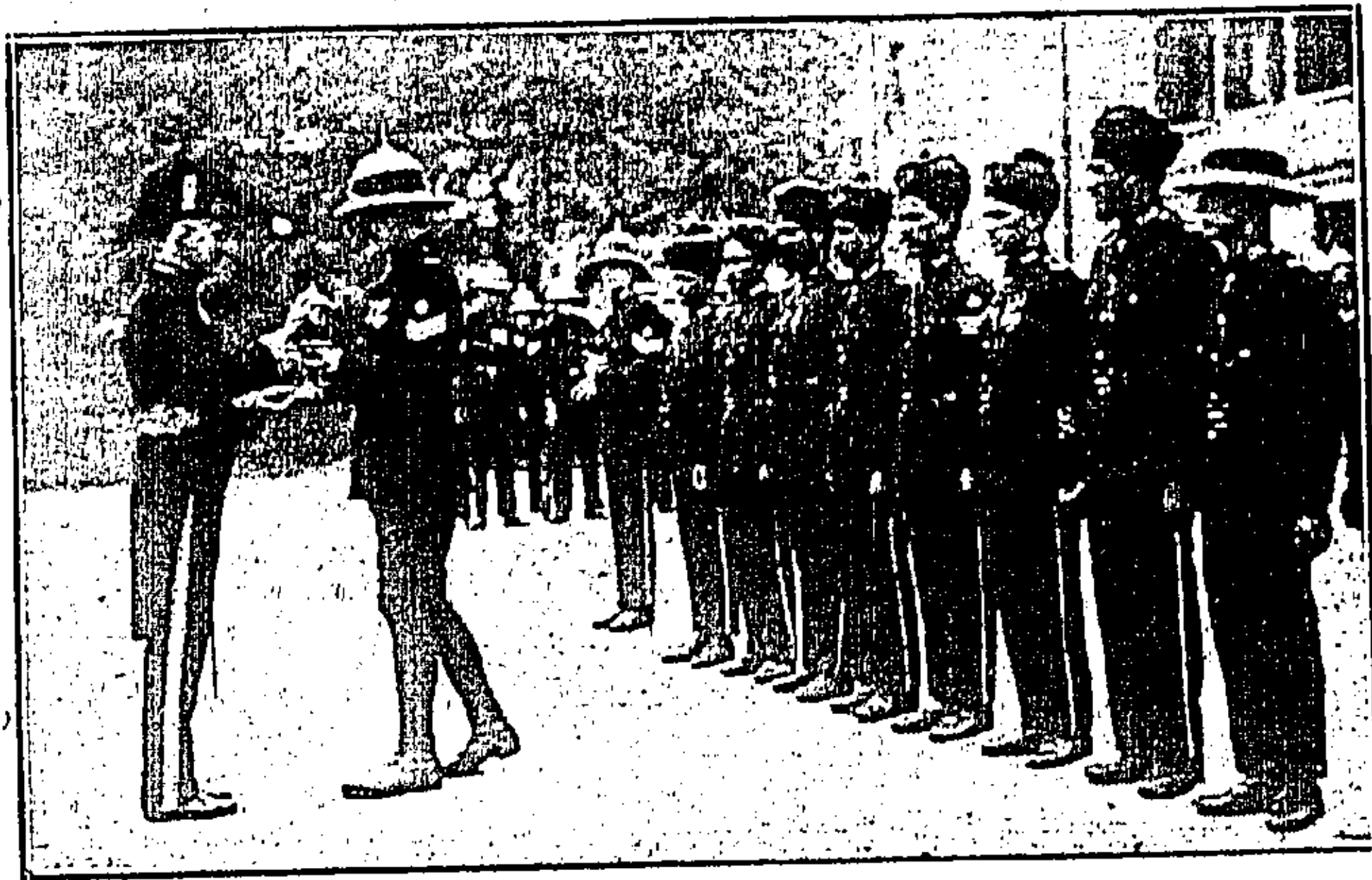


He's Certain of It

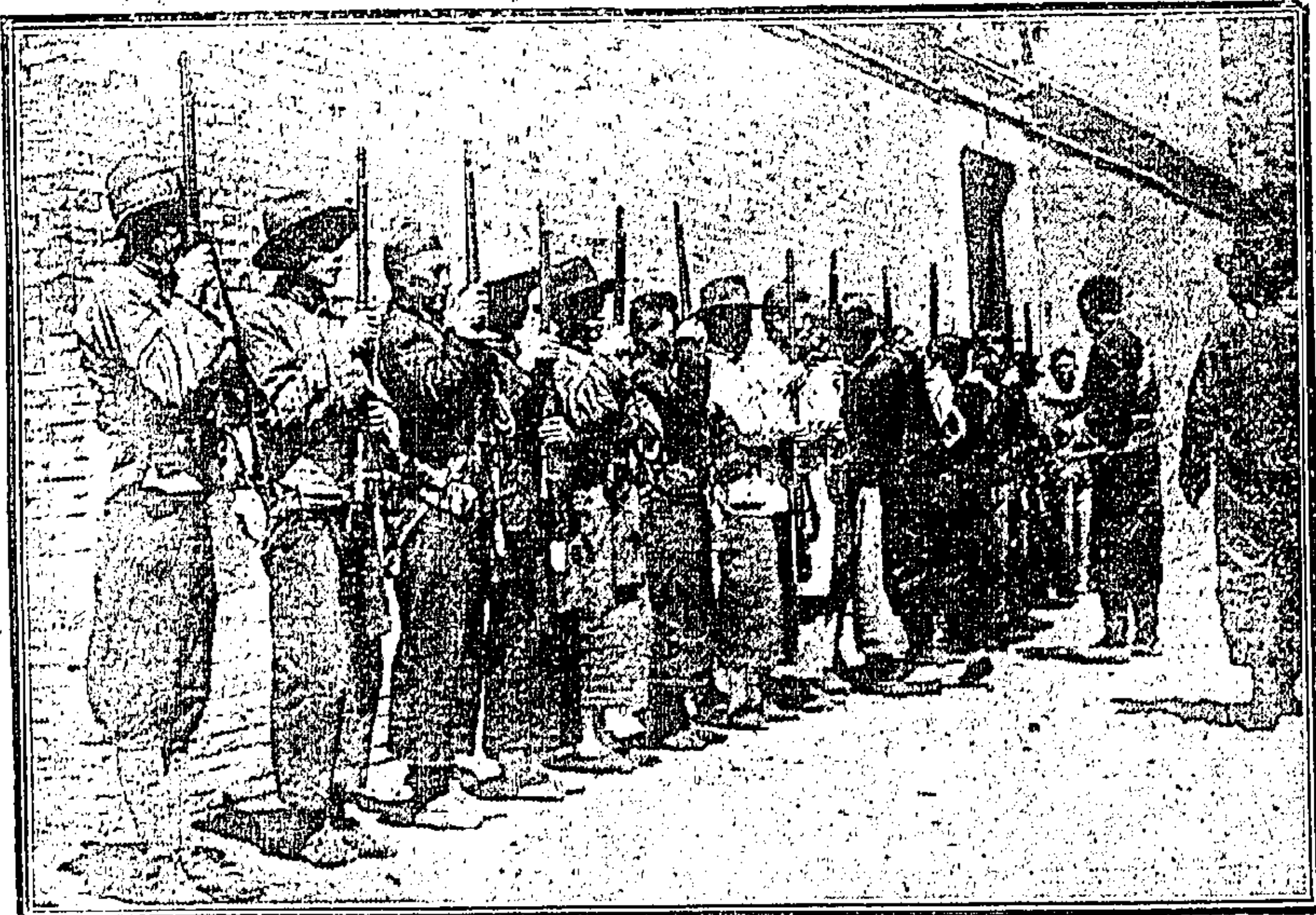
By Swan



The above shows H.E. the Governor (Sir Cecil Clementi) presenting medals to members of the Hongkong Police Force on the occasion of the annual inspection which took place at the Central Headquarters on Tuesday in last week. (Photo: Mee Cheung).



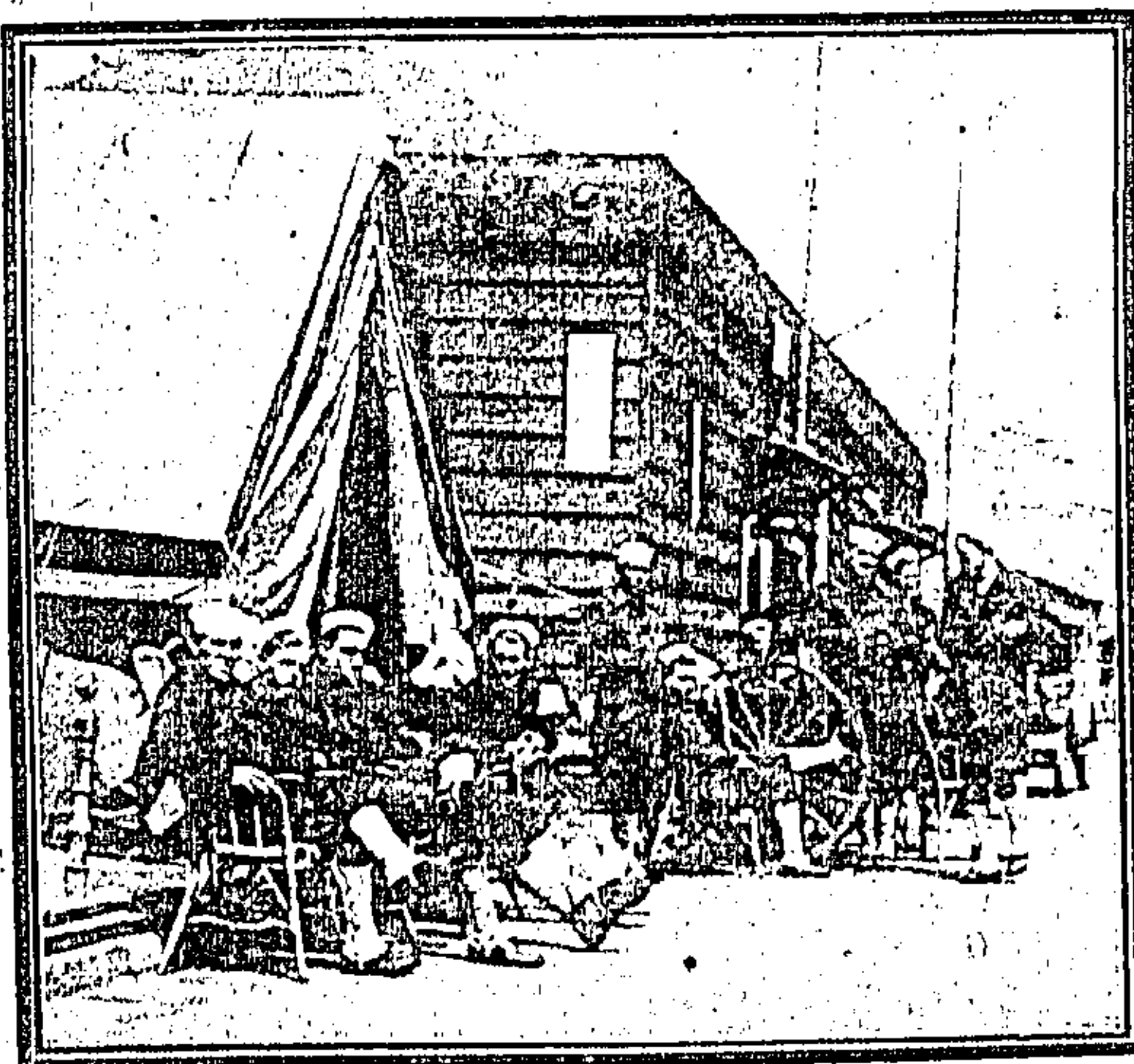
Two close-up scenes taken at the annual inspection of the Police Force by H.E. the Governor. (Photos: Mee Cheung). (Above photo engravings by S.C. Morning Post.)



Members of the civilian gun corps who took things into their own hands prior to the clean-up by Marshal Chiang Kai-shek.



A group of Shanghai Volunteers are here seen posing for the photographer.

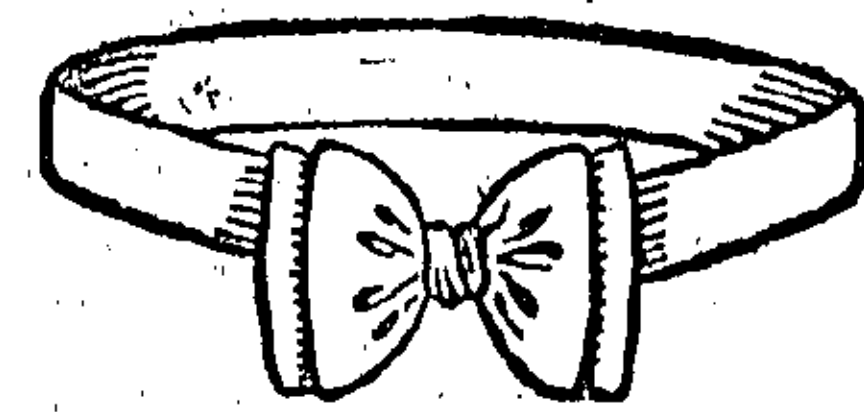


American sailors in Shanghai sunning themselves outside the auxiliary canteen which has been opened in the old Customs' shed on the Bund.



This picture of armed labourers marching through the streets of the native city of Shanghai, was taken shortly before the clean-up of "Reds" by Marshal Chiang Kai-shek.

EVENING DRESS TIES



An item of particular importance to the well turned out man is the dress Tie. The wide double ended tie (as illustrated) is still popular and there are many differing styles in bows and thistles in this variety. For those who prefer the one knot tie there are those with the single or double end. We have the correct length of dress tie for every size of collar.

A LARGE SELECTION OF COLOURED BOW TIES IN SILK AND SILK FOULARD

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS.

Alexandra Building

Des Voeux Road.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyla"

Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

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Alexandra Building.

Telephone C. 763.

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HONGKONG.

DON'T NEGLECT THAT COLD!

Try a bottle of our special—

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

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Tel. C. 1788.

"CARNATION" MILK

SAFE FOR BABY

"From Contented Cows"

WHITEAWAYS

Mens
Fancy Top
Sporting
Nose

MENS'
SUMMER WEIGHT
GOLF HOSE

In lielo thread and fine wool. New smart designs in fancy checks, etc.

Prices

\$4.⁵⁰ to \$6.⁵⁰ pair.

MENS'

White Ribbed Golf Hose light weight in wool and cotton.

Price

\$2.⁰⁰ pair.

WHITEAWAY, LAIDLAW & CO., LTD.



Hongkong Telegraph

1-3 Wyndham Street, Hongkong.
Every afternoon except Sunday.
Annual Subscription H.K. \$36.00
Outposts..... 43.20
Foreign Countries..... 50.40
For advertising rates apply to the Manager.

Cable Address:
"TELEGRAPH" HONGKONG.
CODES:—A. B. C. 5th Edition
Bentley, Western Union.
TELEPHONE C. No. 1.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)
The following replies are a waiting collection:—
1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 168, 174, 191,
194.

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flat, 29A, Kennedy Road 4 rooms 2 bath-rooms servants quarters. Apply Telephone C.547.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small investors. Tel. C.4630.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floor; Nos. 16, 17 & 18, First Floor; No. 15, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Furnished flat on Peak to let: two bedrooms with bath-rooms, two reception rooms and enclosed verandah. Modern Sanitation. Immediate Possession. Apply Box No. 207, care of "Hongkong Telegraph."

FOR SALE OR TO LET.—Bungalow 402, Severn Road, Peak, Partly furnished, four reception and five bedrooms. Tennis Court. Possession from 1st June. Apply Lowe, Bingham & Matthews, Chartered Bank Building.

NOTICE TO CONSIGNEES AND UNDERWRITERS

GENERAL AVERAGE
s.s. "SCOTLAND MARU"

It is hereby notified that s.s. "Scotland Maru" grounded off Tathong Point on 12th instant owing to dense fog, but soon floated under her own power. As, however, water was coming into Nos. 1, 2 holds and across Bunker, the steamer voluntarily beached at Kowloon Bay, and this incident has been declared to form General Average. The cargo destined to Hongkong has been discharged into and is stored in the Hongkong & Kowloon Wharf & Godown Co.'s Godowns at owner's risk and will be delivered to consignees against their signing the General Average Bond at our office, as well as filing with us their Letter of Guarantee endorsed by underwriters agreeing to pay deposit towards G/A contributions, as soon as the percentage of such deposit is fixed.

NEW ADVERTISEMENTS.

G. R. NOTICE
It is hereby notified under Section 125 of the Traffic Regulation Ordinance No. 40 of 1912 that the Wongneichong Road between Sing Woo Road and Village Road will be closed from Monday the 25th inst. at 6 a.m. until further notice.

E. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong 22nd April, 1927.

ANZAC DAY.

Members of the Ex-Active Service Men's Association and others interested are asked to be present on Monday, the 25th April, 1927, at 9.30 a.m. when a wreath will be laid on the Cenotaph in Memory of the Australians and New Zealanders who gave their lives in the Great War 1914-1918.

ST. ANDREW'S CHURCH. KOWLOON.

FAREWELL SERVICE.
Next Sunday, at 6 p.m.
Preacher,
Rev. G. R. LINDSAY, M.A.

THE HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Third Extra Race Meeting to be held on Saturday, the 7th May, 1927, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.
Entries will close at 1 p.m. on Wednesday, 27th April, 1927.

NOTICE.

The Public is hereby notified that we are now under instructions and orders from our head office to temporarily stop business for TWENTY-ONE (21) DAYS commencing from the 18th inst. because readjustment of accounts is to be made during this interval of time.

THE BANK OF TAIWAN, LIMITED.

Hongkong, 18th April, 1927.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on THURSDAY, 28th April, 1927, at 4 p.m., in the CITY HALL, for the following purposes:—
(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1926.
(2) To elect a new Committee.
(3) To transact any General Business.

By Order,
M. F. KEY,
Secretary.
Hongkong, 20th April, 1927.

MACAO RACES.

FIRST EXTRA RACE MEETING.
SUNDAY, 24TH APRIL 1927.
First Race 11.30 a.m.
Entrance to Public Enclosure 40 cents.
Entrance to Members Stand \$2.00.

Special Race Steamers will run as under:

Saturday, 23rd April.
From Hongkong. From Macao. 8.00 a.m. Sui An 8.00 a.m. Sui Tai. 3.00 p.m. Sui Tai. 2.00 p.m. Sui An.
Sunday, 24th April.
From Hongkong. From Macao. 8.00 a.m. Sui An. 4.30 p.m. Sui Tai. 9.00 p.m. Sui Tai. 5.30 p.m. Sui An.
Members are advised that they must show their badges to obtain admission to the Members Enclosure.

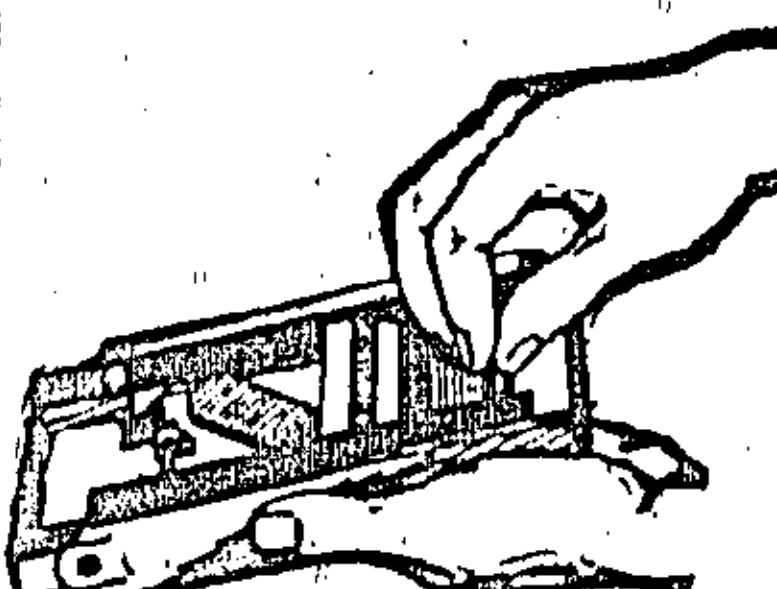
Members may introduce two Ladies. Tickets may be had on application to the Secretary I.R.C.C. Macao free of charge.
Each member has the right to introduce 2 non-Members to the Members Enclosure. Tickets may be obtained at the Entrance Gate.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.
E. V. M. R. de SOUSA.

"ALLEGRO"

Automatic Honing and Stropping Machine for Safety Razor Blades



No more irritation of the Skin.
"Allegro" guarantees a clean shave with even the "oldest blade."

Well finished, made of heavy nickel-plated metal and aluminium.
"Allegro" has two sides.
An emery stone for honing and a leather edge for stropping.

PRICE for Gillette Blades \$9.50

Attachment for Auto-Strop Blades \$1.95

Whiteaway, Laidlaw & Co., Ltd.
Hongkong.

THEATRE ROYAL

Tuesday, 26th April 1927, at 9.15 p.m.
BEETHOVEN-CENTENARY-RECITAL

Mr. Harry Obe (Piano)
assisted by
Mr. R. Sanger (Soprano)
Mr. H. E. Gardner (Tenor)
Mr. C. Y. Pasang (Violin)
Admission \$2, \$1.

BOOKING at ANDERSONS

CHURCH NOTICES.

St. Andrew's Church, Kowloon.
1st Sunday after Easter, 8.15 Holy Communion, 9.30, Military Parade Service, 11 a.m. Morning Prayer, and Sermon. Scouts, Guides and Cubs will parade. 2.45 p.m. Sunday School. 3 p.m. Young Men's Bible Class. 6 p.m. Farewell Service. Preacher: Rev. G. R. LINDSAY, M.A.

St. John's Cathedral, Hongkong.
April 24th, 1927. 1st Sunday after Easter. Holy Communion, 8 a.m., Sunday School, 10. Matins, 11 a.m. Preacher: Rev. H. Copley Mayle. Collection for Red Cross Hospital Comforts. Litany for the Sick 12 noon. Evensong, 6 p.m. Preacher: Rev. G. F. Stopford. 6 p.m. Monday St. Mark. Holy Communion at 7.45 a.m.

Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital).
Sunday, April 24th, 1927. Services at 10.15 a.m. and 6 p.m. Preacher at both services: Rev. J. C. Knight Anstey. Subjects: Morning, "How to use £250" Evening, "Dealing with the Crowd." Sailors' and Soldiers' Home, Arsenal Street, (Corner House). Bible Class at 3 p.m., conducted by Mr. May; Chaplain's Meeting and Social Hour at 8.15 p.m. Monday 3.15 p.m. 25th April, Ladies' Church Aid Meeting.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road. Service at 11.15 a.m. Subject "Are Sin, Disease, and Death Real?" Wednesday: Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday; 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Service and visit the Reading Room.

"For the Blood is the Life."
Sufferers
from Bad Legs, Abscesses, Ulcers, Eczema, Piles, Glandular Swellings, Boils, Blisters, Ringworms, Itch, etc.
Clark's Blood Mixture
"Everybody's Blood Purifier."

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from Hon. Mr. H. W. Bird to sell by Public Auction, on MONDAY, the 25th April, 1927, commencing at 2.30 p.m., at No. 27, The Peak, Lugard Road,

A Quantity of Valuable Household Furniture.

Comprising:—
Chesterfield Couch with Covers, Chesterfield Armchairs with Covers, Curtains, Carpets, Teak Desk, Teak Bookcases, Pictures, Ornaments, etc.
Teak Extension Dining Table, Teak Chairs, Teak Sideboard, Dinner Wagon, Teak Ice Chest, Crockery, Glass Ware, etc., Iron and Teak Bedsteads, Teak Wardrobe with Bevelled Mirror Door, Dressing Table, Teak Chest of Drawers, Chairs, Screen, etc., etc.,
also
One Columbia Gramophone. One Perambulator.
and
One Teak Trousers Cabinet fitted with Messrs. A. S. Kew & Co's. patent lever presses.
On View from Sunday the 24th April, 1927.
Catalogues will be issued.
Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.
Hongkong, 18th April, 1927.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,

the 28th April, 1927,

commencing at 2.45 p.m.

at No. 5, Chatham Road, Kowloon.

A Quantity of Valuable Household Furniture.

(Catalogues will be issued.)

On View from Wednesday, the 27th April, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date.
Europe via Negapatam (letters and papers London 24th March)	Sandhya	April 23.
Shanghai	Soochow	April 23.
U.S.A., Honolulu, Japan & Shanghai	Pres. Jefferson	April 23.
Shanghai	Szechuen	April 25.
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	Shinyo Maru	April 26.
U.S.A., Honolulu, Japan and Shanghai	Amazona	April 26.
Amoy and Poochow	Taima	April 26.
Saigon	Athos II	April 26.
Canada, U.S.A., Japan and Shanghai	Empress of Asia	April 26.
Japan and Shanghai	Malwa	April 26.
Straits	Suwa Maru	May 1.
Manila	Empress of Asia	May 9.

OUTWARD MAILS.

For	Per	Date.
Weihaiwei	Koehow	Sat., April 23, 2.30 p.m.
Batavia	Tjisaroa	Sat., Apr. 23, 2.30 p.m.
Swatow	Luechow	Sat., Apr. 23, 3.30 p.m.
Swatow, Shanghai and Europe via Siberia	Luechow	Sat., April 23, 3.30 p.m.
Amoy	Amoy	Sat., April 23, 5 p.m.
Amoy and Poochow	Haining	Sat., April 23, 5 p.m.
Swatow, Amoy and Poochow	Phum Penh	Sat., Apr. 23, 5 p.m.
Saigon	Promise	Sat., April 23, 5 p.m.
Bangkok	Kwangchow	Sun., Apr. 24, 8.30 a.m.
*Swatow and Bangkok	Hozan Maru	Sun., Apr. 24, 9 a.m.
Swatow, Amoy and Poochow	Samarang Maru	Sun., Apr. 24, p.m.
Japan	Suisang	Mon., Apr. 25.
Straits and Calcutta	Parcels	Letters noon

Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America, and Europe via San Francisco and Europe via Siberia

Pres. McKinley Mon., Apr. 25. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m. (Due San Francisco, 19th May.)
Pres. Adams Mon., Apr. 25, 6 p.m.
Menado Maru Tues., Apr. 25, 8.30 a.m.
Taikwa Maru Tues., Apr. 26, 8.30 a.m.

Manila Amoy and Poochow Haining Tues., Apr. 26, 1.30 p.m.
Swatow, Amoy and Poochow Haining Tues., Apr. 26, 1.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt, and Europe via Marseilles

Amazone Tues., Apr. 26, Registration 12.45 p.m. Letters 1.30 p.m. (Due Marseilles 28th May.)
Hainong Tues., April 26, noon
(Due Marseilles 19th May.)
Pres. Adams Mon., Apr. 25, 6 p.m.
Menado Maru Tues., Apr. 25, 8.30 a.m.
Taikwa Maru Tues., Apr. 26, 8.30 a.m.

Swatow, Amoy and Poochow Haining Tues., Apr. 26, 1.30 p.m.
Japan Amoy and Poochow Haining Tues., Apr. 26, 1.30 p.m.
Sandakan Haining Thurs., Apr. 28, 10 a.m.
Straits and Calcutta Talma Thurs., Apr. 28, 10 a.m.

Swatow, Amoy and Poochow Haining Fri., Apr. 29, 1 p.m.
Manila Empress of Asia Fri., April 29, 3.30 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt, and Europe via Marseilles

Parcels 12.45 p.m. Registration 9.45 a.m. Letters 10.30 a.m. (Due Marseilles May 27.)

*Correspondence bearing vessel's name only.

CONSIGNEE NOTICES

ELLERMAN LINE.

From EUROPE.

"The Steamship,"

"CITY OF CARDIFF"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 28th April, 1927, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 6th May, 1927, or they will not be recognized.

All broken, chafed and Damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

THE BANK LINE, LIMITED.
General Agents,
Hongkong April 23, 1927.

THE SECRET DOOR.

HOW SMART DETECTIVE FOUND A GIRL.

Six years ago a young woman was sentenced by a Berlin court to one year's imprisonment for stealing. She slipped out of court, and the police have ever since been trying to find her.

Every now and then they visited the house of her parents, where they believed she was still living, but never found a trace of her. Recently another of the periodical visits was made.

Cupboard and wardrobes were examined and heavy furniture moved from the walls, but as on dozens of former occasions, without result. Then one of the policemen had a brain wave.

It occurred to him that if he pretended that he had left the room the young woman might materialise, and so he slammed the door as if he were leaving the room, and sat as quiet as a mouse.

After a quarter of an hour he noticed that part of the wall was moving, and a concealed door open and out stepped my lady. She had been seated in an alcove, the door of which was so cleverly covered with wall paper that its existence was not suspected.

CHANGE OF FACE.

SHANGHAI STUDENTS GO "PINK."

THROW OVER COMMUNISM.

Now that anti-Communist authorities are in power at Shanghai there is much eagerness, apparently, among all classes to disavow all connexion with the tobacco political faction. Even the students' organisations are alive to the necessity of being other than "Red" as the following, taken from the N. C. Daily News shows:—

From the reports of meetings held by student organisations over last week end there seems to be some indication that at least a part of the students have been seen the fallacy of working against the local authorities with their campaign of Communism and that there might be a hope of them riding themselves of the radical elements.

On Saturday 50 students representing various local schools met at the Kiangsu 2nd Normal School at the Small West Gate. The meeting was presided over by a student from Fuh Tan University who made a long speech in which he said that the Student Union had hitherto been under the influence of the Communists, and pleaded that it should be entirely reorganized on the basis of the Three People's Doctrine. Further, that everyone in China should endeavour to suppress the Communist movement, as it was seriously injuring the Chinese people in many ways.

Speeches of a similar tenor were made by several other students, including the head of the Political Department, after which the following resolutions were passed:—

- 1.—That a manifesto be issued acquainting the public with the reasons for reorganizing the Student Union.
- 2.—That a circular telegram be despatched throughout the country urging the support of General Chiang Kai-shek and the Kuomintang.
- 3.—That all schools be urged to expel students who were Communists.
- 4.—That the unions already formed by students in various schools be reorganized.

Further Arrests.

The campaign against the Communists was continued by the Shanghai Chinese authorities. Thirty soldiers of the Political Department Headquarters at Lung-hua raided the offices of the Seamen's Union in the Native City at 10.30 a.m. last Saturday and arrested 12 persons. The raid was made as a consequence of the discovery of handbills denouncing the Right Wing of the Kuomintang. Four Mauser pistols, two Browning pistols, 11 rifles and 200 rounds of ammunition, as well as a quantity of literature were seized. Two of those arrested were sent to Lung-hua and the others detained at the police station in the City.

On the same day soldiers raided the premises of the Gold and Silversmiths' Union at the Small East Gate and arrested several suspicious characters who are being held for investigation. Two members of the Pawnshop Keeper's Union were arrested about the same time during a raid on the Union by another detachment of soldiers.

Hangchow Clean-Up.

Yesterday marked a new day for Hangchow, writes a correspondent, under date April 14. A proclamation was posted that no strikes of any kind were to be allowed. Over 100 radicals have been arrested and there are many more to be arrested. The General Labour Union was searched and is to be dissolved. The local paper stated that the heads of the conservative party would soon return to Hangchow. The Y.M.C.A. servants came back to work to-day. There is hope that order will soon be restored.

No church property has been injured or attacked in Hangchow since March 27. In the Shaoching district the Peh Kwin church continued to be occupied by the local group even after the proclamation from higher authorities had been shown to them.

No foreign property has been raided. There has been a threat to take over the property of the Lakeland Community Centre. This appeared in posters on the walls and also in the newspapers. The taking over of the Y.M.C.A. has also been threatened. That the Christian schools are to be taken over is heard again. I have even been informed that all Christian property, schools or churches will soon be taken over. This, however, is no more than rumour.

Business Collapse Threatened.

Orders have been issued for the protection of churches, schools and foreign residences both by the secretary of General Lo We-yong and the magistrate. It is too early to tell how effective these will be. Business is seriously hindered by strikes. No shop is allowed to close even if the owner desires to close. The merchants say that all business will go to pieces in three

DIAMONDS CHEAPER.

OVER-PRODUCTION IN TRANSVAAL.

Good finds have already been made in the new diamond fields at Grasfontein, one digger reporting that he has taken £1,000 worth of stones from a pothole, reports the Transvaal correspondent of a London paper. One thousand natives are employed, many of them getting £5 a month. The traffic in stolen stones is believed to be fairly large.

Anxiety prevails regarding over-production. The latest returns shows that in the six months August-January the output from the Transvaal diggings alone was £2,438,000, and the monthly yield is expected to increase largely. The effect is seen in the fact that the value of the carat has dropped in a year from £8 14s. to £2 12s.

Fresh discoveries are reported in the Ventersdorp district.

POPE'S SWISS GUARD.

VATICAN MONUMENT TO BE ERECTED.

Work has been begun at the Vatican in the courtyard of the barracks of the Swiss Guard on a monumental fountain commemorating the sack of Rome in 1527, when the Swiss Guards, heroically fighting against odds, were almost all butchered in defending the Vatican Palace. The Papal Swiss Guard is a force with traditions consecrated by centuries of history. The Swiss Confederation, in fact, prohibits its nationals enlisting in foreign armies, makes an exception in favour of the Pope's Swiss Guard. The commemorative fountain represents Captain Boust, who commanded the Swiss Guard, fighting with drawn sword between two falling guards. It is the work of the Swiss sculptor M. Zimmi, Tmann.

"OLD BILL" FINED.

WAR OMNIBUS GOES TOO FAST.

"Old Bill," the L.G.O.C. motor-omnibus which carried thousands of troops to the advanced areas on the Western Front during the war, has been fined for going too fast. The old omnibus was taking wreaths to a funeral when it was timed by the police and it was found that it was exceeding the speed limit. The driver, John Proudman, was therefore summoned at Willesden, N.W., last month. The Clerk: So Old Bill can still go?

Proudman: Yes. He is a bit hard to start up, but he makes up for it once I get him going.

Colonel Pinkham, the Chairman: I cannot ignore the history of this old omnibus, but there must be a conviction. The fine will be 10s. instead of the usual £3.

PRIEST RETIRES FROM FUNERAL.

LAST RITES PERFORMED BY LODGE.

An unusual incident occurred at a funeral in Heaton Cemetery, Newcastle, at which a Roman Catholic priest was to have conducted the services.

The cortege was followed by the members of a lodge of the R.A.O.B., and it was the intention of the officer of the lodge to perform certain rites after the priest had completed the committal service. The priest, being informed of this intention, said he would not interfere with the burial at all, but would leave it to the Buffaloes. On the other hand, if the Buffaloes were prepared to abandon their intention, he was prepared to perform the burial service.

There was a consultation between the relatives, the priest, and the lodge officials, after which the relatives, having to make a choice, decided that the burial service should be left to the lodge officials.

Accordingly the priest retired and took no part in the burial.

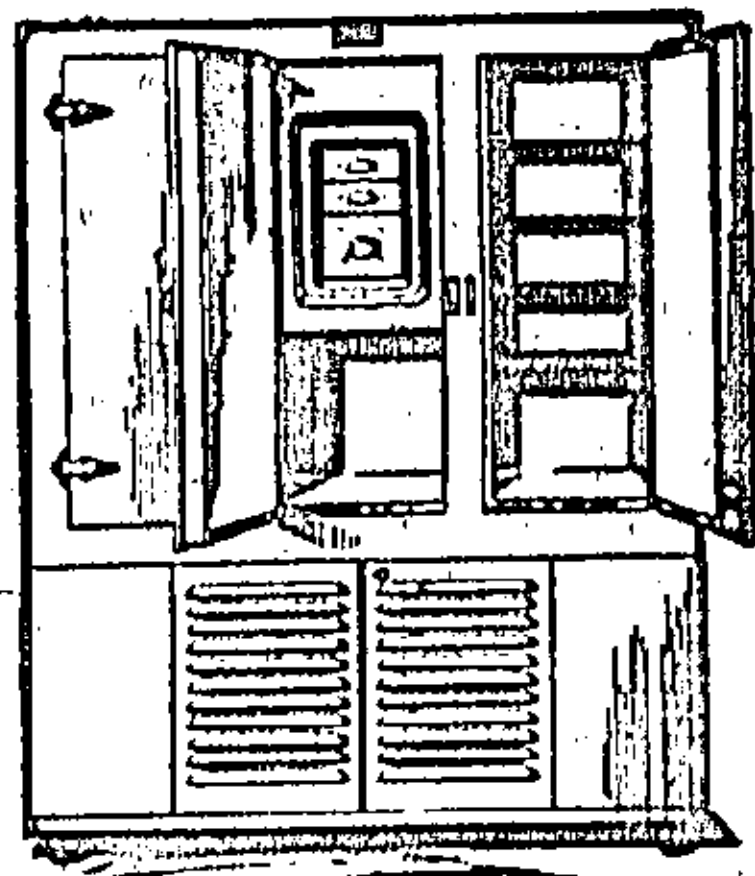
Don Manuel Gondra, who took part in five revolutions in Paraguay and was twice deposed from the Presidency of that Republic, has died in Asuncion.

or four months if this condition is not stopped.

Several men were killed and many hurt in the outbreaks between the conservative and radical labourers some days ago. Yesterday, however, no fighting took place, as was expected, on account of the strong guard of soldiers.

Frigidaire

IS THE MODERN METHOD OF REFRIGERATION FOR ALL FOOD. YOU NEED NO ICE WITH FRIGIDAIRE. IT IS ELECTRICAL REFRIGERATION.



Call and inspect the demonstration set at the Showrooms of LOWCOCK & CO 31 Wellington Street.

Frigidaire are the product of General Motors Corporation.

Sole Agents:—Hongkong and South China

THE UNION TRADING CO., LTD.

Prince's Building.

J. E. H.

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.



WHEN THE DAY WORK IS DONE—

there is no stimulant to equal a DON and soda. It throws off the depression due to the climate, and fills one with the necessary vigour, with no unpleasant after effects.

JUST TO-DAY—when you feel fagged out—try a DON and soda. You will appreciate the excellence of this mellow, aged, pre-war favourite.

At your Club or Store.

N. S. Moses & Co., Ltd.

Agents.

BOOKS & PAPERS

Latest News of the World. Sporting. Children's and all kinds of Home papers, Magazines, Ladies' and Children's Fashions, Leach Publications, Story Books Novels, Tit-Bits, The Humourist, etc. and also Stationery of all kinds.

OBTAINABLE AT—

VICENTE ATIENZA & Co.

Tel. K. 155

54, Nathan Road, Kowloon



CORONA

La Perla

Del Oriente

A MANILA CIGAR!

“REV. MR. X.”

SEVEN YEARS FOR BLACKMAILER.

The remarkable case in which the vicar of a country parish who during the Police Court proceedings at Marylebone was referred to as “The Reverend Mr. X” was taken at the Old Bailey, London, before the Recorder in mail week.

William Ernest Piggan (25), a motor driver, of Pined Street, Paddington, pleaded guilty to uttering a letter demanding money with menaces from the vicar and obtaining from him the sum of £1,367 with intent to steal the same, and the case was put back until the Recorder (Sir Ernest Wild) should have an opportunity of considering the sentence.

Later, Piggan was sentenced to seven years' penal servitude.

At the Magisterial hearing it was stated that the vicar had had to sell his vicarage in consequence of the blackmail, which extended over a period of three years. Prisoner appeared in the dock smartly dressed. The indictment contained 32 counts, all of them relating to the obtaining of money.

Broken Promise.

Sir Travers Humphreys, for the prosecution, said the clergyman was 68 years of age. He had the misfortune to meet prisoner, who told him he was connected with the theatrical profession.

An incident occurred, and later prisoner told the clergyman that detectives were after him and he wanted £50 to leave the country.

The clergyman gave the money and this was the beginning of a long course of blackmail. In 1924, becoming desperate, the clergyman consulted a solicitor, who interviewed the accused, and obtained from him a statement acknowledging that his statements to the clergyman were unfounded and promising not to trouble him any more.

This held good for seven months and then he again persuaded the clergyman to pay him money.

Counsel read a letter in which the clergyman implied accused to let him alone. He wrote:—“I have had to sell my living and leave my parish, which I dearly love. I do not know how to find more money. I have been helped by my brother and now can do no more.”

The Recorder described the letter as very pathetic.

Contemplated Suicide.

Other passages in it referred to the clergyman contemplating suicide.

Finally, in December 1926, said counsel, the clergyman was persuaded by his solicitor to allow the Director of Public Prosecutions to be communicated with.

Inspector Crome said he had known prisoner from boyhood. He had done very little work since leaving school, and associated with bad characters. His parents were respectable. Prisoner had been associated with two others in demanding money by blackmail from a fish merchant. They had obtained £500, of which the prisoner had £300. He spent the money obtained from the clergyman in buying motor cars and motor cycles.

Det-Inspector Allan, of New Scotland Yard, said from August to October 1924, Piggan appeared to have obtained £470 from another source, while still continuing to blackmail the clergyman.

The Recorder, describing the prisoner as a cold, callous, and wicked blackmailer, said that but for his youth he would have been sentenced to penal servitude for life.

IRISH PEER IN STRANGE CLAIM.

£50,000 BY WOMAN LUNATIC 135 YEARS AGO.

Hundreds of thousands of pounds are involved in a claim made by Viscount Bangor, of Castle Ward, County Down, and others against a fortune of £50,000 left by a lunatic 135 years ago.

Lady Bangor told a *Daily Chronicle* representative that so far as she knew the date of the hearing of this strange petition of right, which will come before the Chancery Division this term, had not been fixed.

With accrued interest the amount has greatly increased.

It was in the possession of Maria L'Epine, who died a lunatic. No heirs to the property came forward and the estate reverted to the Crown.

A year later the property is alleged to have been presented to Lord Howe by King George III, under a special indemnity, that in the event of any next of kin being discovered the estate should be forfeited.

It is now claimed that one Abigail Eccles was an heir of Maria L'Epine, and that she married Robert Goldwell, and it is through her descendants that the present claim is being preferred.

STREET COLLECTORS.

HOME OFFICE COMMITTEE'S SUGGESTION.

Among the suggestions contained in the report of the Home Office Departmental Committee on the supervision of charities is that the minimum age for street collectors should be raised to 18.

The Committee do not recommend the institution of any universal system of the supervision over the collecting of charities, but recommend that the Charity Commissioners should inquire into cases that they think are not properly administered. They also recommend the institution of a system of licensing for door-to-door collections and collections in places of entertainment and public-houses.

An interesting comment is made by the Committee on the subject of patronage. Our notice, they state, has been called to the carelessness with which people holding prominent positions allow their names to be associated with unsubstantial charities. It cannot be doubted that this practice is exceedingly mischievous, and we urge that such people should make the most careful inquiries before they allow their names to be used as those of patrons or members of any charitable organisation.

With regard to charity ballots the Committee say the most objectionable feature is that even when they are well conducted a very large proportion of the proceeds finds its way into the hands of professional promoters.

They do not recommend that any control should be instituted over ballots organised on behalf of charities as such, but in common with any other method of raising money for charitable purposes they would fall within the scheme outlined for providing for the representation of a charity to the Charity Commissioners.

PUZZLE FOR COURT.

MAN'S NATIONALITY UNKNOWN.

“Who is he,” was the question raised in an aliens prosecution case before Mr. Granham Campbell at Bow Street Police Court, London.

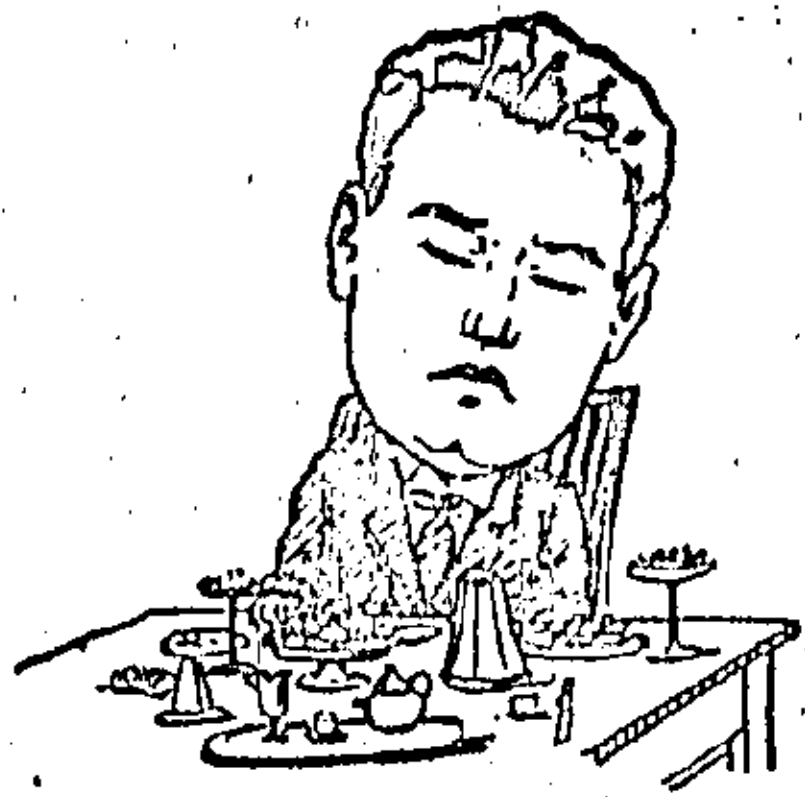
A tall young man wearing overalls, who had given the name of Amos Valentino, was charged with being an alien, entering the country without permission and failing to register with the police. The evidence was that defendant was found standing outside the Spanish Consulate in Bloomsbury, pretending that he was deaf and dumb. He wrote on a piece of paper that he was a Portuguese, whereupon he was taken to the Portuguese Consulate. There he again pretended to be deaf and dumb.

He wrote out a statement to the effect that he arrived on a ship in South Shields in 1924, that he worked in the docks until 1925, when an explosion left him deaf and dumb.

The police had inquired into this statement, but found it to be absolutely false. Accused had since stated that he was a Rumanian, but could speak Portuguese, and that he arrived in South Shields last February and walked to London. He declined to give any further information and an officer said it was impossible to deport him until his nationality had been established.

Accused was accordingly remanded.

In order to obtain the widest field of recruitment for permanent commissions in the R.A.F., the Air Council have decided to increase the number of prize cadships offered for competition annually from three to 12.



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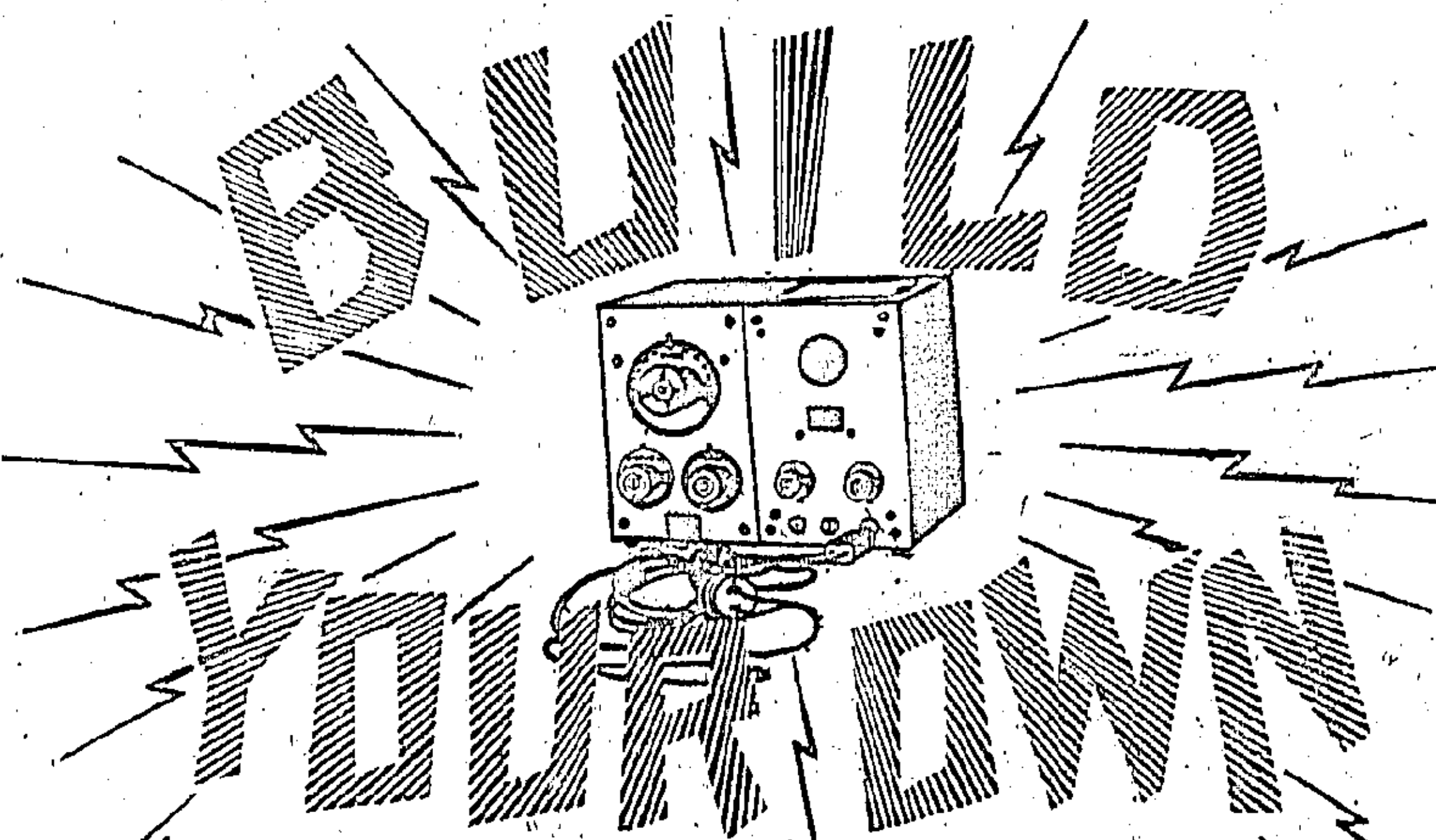
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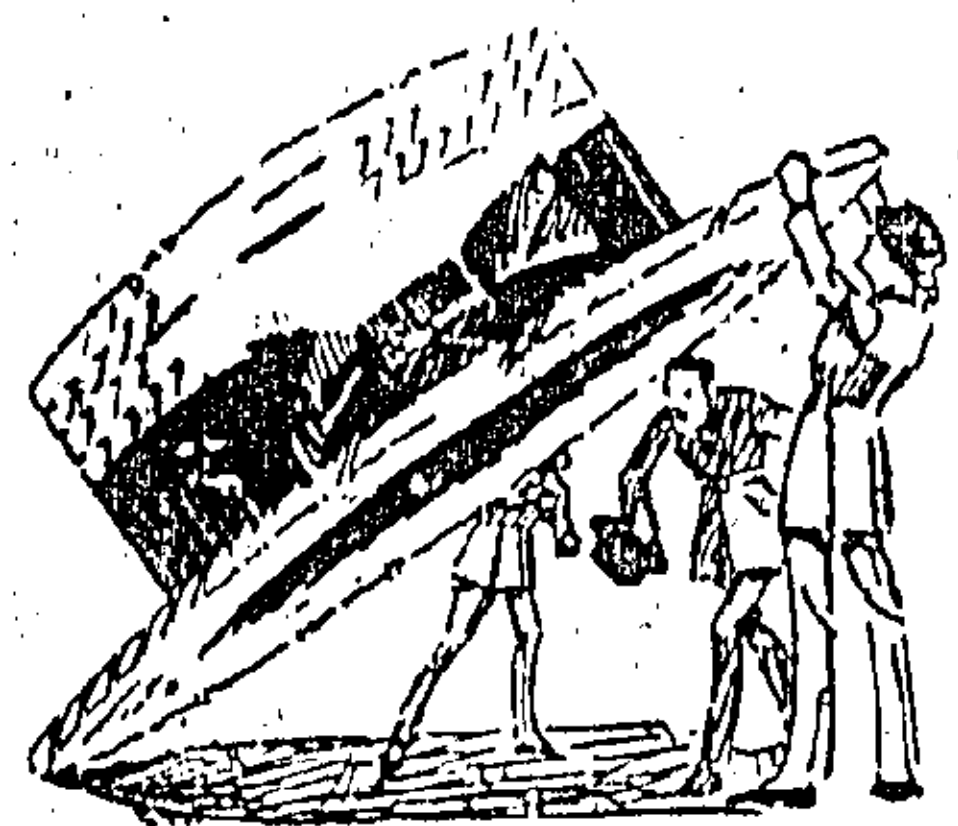
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THE GREAT SEAL.

INTERESTING STORIES OF
BRITISH EMBLEM.

A new Great Seal—the expression of the King's pleasure in its most solemn form—is being made.

The first known Great Seal was a small piece of lead attached by a silk thread to a Charter of Edward the Confessor. Green wax was substituted for metal by the time of the Conquest. The Seal itself is not a signet but consists of two silver plates, in one of which is cut the impression of the front of the device and in the other that for the back. The obverse shows, from time immemorial, the Sovereign enthroned and surrounded by figures symbolical of the virtues. The reverse—until the present reign—represented the sovereign on horseback. King George created a precedent by figuring on the counter seal as an admiral standing on the deck of a battleship.

Sealer and Chaff-Wax.

When a Seal is required for affixing as expressive of the Sovereign's approval to some important Act of State or appointment a large chunk of wax is softened in hot water, then cooled in cold, after which it is placed between the two plates and pressed.

The process is performed by two officers—the Sealer and the Chaff-wax.

The death of the Sovereign, the wearing out of the mechanism, or the change in royal arms or style (as in the present case) necessitates the making of a new Seal, the cost of which is between £400 and £600.

Since 1878 many documents which formerly had to pass the Great Seal have under statute been impressed with a water reproduction of the seal instead. In 1916, as a measure of war economy, a wafer Great Seal on loan paper was substituted for certain documents, such as patents of knights, and comers d'alire of archbishops and bishops. The Royal Assent, patents of Peers and baronets, the appointment of judges must still be on parchment and bear the Great Seal.

The custodian of the Great Seal is the Lord Chancellor, and as such—now that the Primate no longer combines both offices—is the second man in the kingdom. The solemnity of its custody is shown by the fact that it has never been out of the kingdom since 1521, when Wolsey, on a mission to Calais, took it there. In 1915 the first Great Seal of Charles II. was discovered in a volume of the Clarendon State papers at the Bodleian, thus completing the gap in the series of Great Seals otherwise complete except for the 4th Seal of Henry VI. for French affairs.

Dropped into Thames.

The vicissitudes of particular Great Seals have been numerous. James II., on flying from his kingdom, dropped his into the Thames, whence it was dredged up next day by a fisherman. The one for which Lord Chancellor Thurlow was responsible was stolen from his bedroom and never rediscovered.

In 1812 a fire broke out in Lord Eldon's country seat. For safety's sake he buried the Great Seal in a flower bed, and in the excitement forgot where. The whole household had later to dig and rake the garden till it was discovered.

Lord Chancellor Brougham is related to have taken it with him on a visit to a country house in Scotland, where the ladies of the party—it is related—first hid it and then made pancakes in the mould.

AUSTRALIAN'S RISE.

FROM JOINER TO AGENT-GENERAL.

Mr. W. C. Augwin, the new Agent-General for Western Australia, who has arrived in London to relieve Sir Harold Colebatch, has had a romantic career. He was born in the little Cornish village of St. Just nearly sixty-four years ago, and after leaving school served an apprenticeship as a carpenter and joiner. At the age of 23, after working some years at his trade, and getting married, he went out to Australia. His idea was to stay there for three years; but, like many another, the attractions of that vast continent were too much for him. From 1886 to 1904 he worked in Western Australia at his trade. Then he took up politics, and entered Parliament as a follower of the first Labour Government in Australia, and became an honorary Minister, with Mr. Daylish as Premier. During his parliamentary career Mr. Augwin held office in the Migration, Health, and Charities Departments.

At the funeral of Henry Jackson, aged 80, blacksmith, of Benniworth, Lincolnshire, the tiny shoes worn by his twin brother, who died as a baby, were placed by his own wish in the coffin.

20,000 PEOPLE TO ONE DOCTOR.

DISEASE RAVAGES IN RUSSIA.

The fourth Soviet Medical Congress just concluded at Moscow has revealed the terrible conditions under which the medical profession is working in the Soviet Republic and shows that the consequences of this state of affairs are far-reaching in connexion with the health of the people.

In addition to being under-paid (the average earnings of a Soviet medical officer were officially returned as 92 roubles a month, or about 46s. a week) members of the medical profession are living, according to the Pravda, in an atmosphere of distrust and suspicion. They are subject to ruthless official persecution and are frequently assaulted by officials and patients or their relatives.

Cases were cited of suicide among doctors in consequence of "the soulless treatment" by chiefs of local Soviets and of actual murder by high officials. Among the after cases, the Pravda drew special attention to the case of Comrade Sorokin, the Chief of the State Planning Department of the Tartar Soviet Republic, who killed the local medical officer merely to assert his authority in a department not under his jurisdiction.

After citing other cases, the Pravda concludes:

These cases are only examples, and they do not therefore give a real picture of the difficult conditions—murder, assault, and insulting behaviour—to which doctors are exposed. But to all this should be added the ill-treatment of doctors by the hooligans, in order that these conditions should be better understood.

Disease Among The Young.

It was revealed further that only 5,000 medical practitioners are working in rural Russia, where they are charged to look after 100 million people—i.e., some 20,000 to each doctor. In addition to this, about a third of rural Russia has no qualified medical officers and the people are treated by the old-fashioned barber-surgeons or by village witches and quacks. Each hospital cot must serve the needs of 1,650 people, while the accommodation for the insane is less than half of the prewar standard.

Dr. Semashko, the Soviet Commissar of Health (mentioned in Sir Austen Chamberlain's Note), reported that diseases of an infectious and "social" character are on the increase, and drew special attention to the fact that nervous diseases among the young are "terrifying." He also pointed out that the number of insane and abnormal children is very high, while the institutions to treat them are insufficient.

WOMEN 3,000 YEARS AGO.

MANICURE SET AND EAR CLEANER.

Centuries before the Romans, in A.D. 43, first landed in this country, there were women living on the site of the West End of London who, in their own primitive way, strove just as much to be "fashionable" as the women who to-day throng the shops of Bond-street, Regent-street, and Oxford-street, says a Home paper. They were women of the Bronze Age, which extended from about 2,000 to 500 B.C. and of the Early Iron Age, which covered the period between 500 B.C. and A.D. 43, when the Roman conquest of Britain began.

Dr. R. E. Mortimer Wheeler, keeper and secretary of the London Museum, showed a Daily Mail reporter relics which prove that London's prehistoric women were not a whit less anxious than the women of modern London are to preserve their looks and make themselves attractive.

They are bronze armlets at the museum which once graced the arms of the beauties of 3,000 years and more ago. They were dug up at Putney and other spots along the Thames.

There are armlets of gold found deep down in the soil of North London, and brooches of bronze and gold and pins and needles of bronze

which, though they had lain in the earth at Mortlake 2,500 years before they were dug up, would yet serve their original purposes.

London's prehistoric women greatly favoured Dorset shale and Yorkshire jet as the materials of many of their ornaments, particularly bracelets.

They wore hairpins of bronze which closely resembled the modern hatpin, and around which they wound their long tresses very cunningly.

Shoes Like To-day's.

In one case in the museum may be seen a remarkable set of toilet implements used by a fashionable London woman of the Early Iron Age. It was dug up within the City boundaries, and includes, in addition to various sizes of nail-cleaners and nail-parers, a wonderfully cleverly fashioned pair of tweezers used for plucking out superfluous hairs from the face, and a tiny, spoon-shaped implement for cleaning the ears.

The whole set is still attached to its original "holder," just as a bunch of keys is to-day attached to a ring.

"The set was carried about by its user, attached to her girdle," Dr. Wheeler explained.

One of the most remarkable exhibits at the museum is a collection of shoes made of woven strips of leather of a kind which very much resembles what is to-day regarded as one of the most "modern" fashion!

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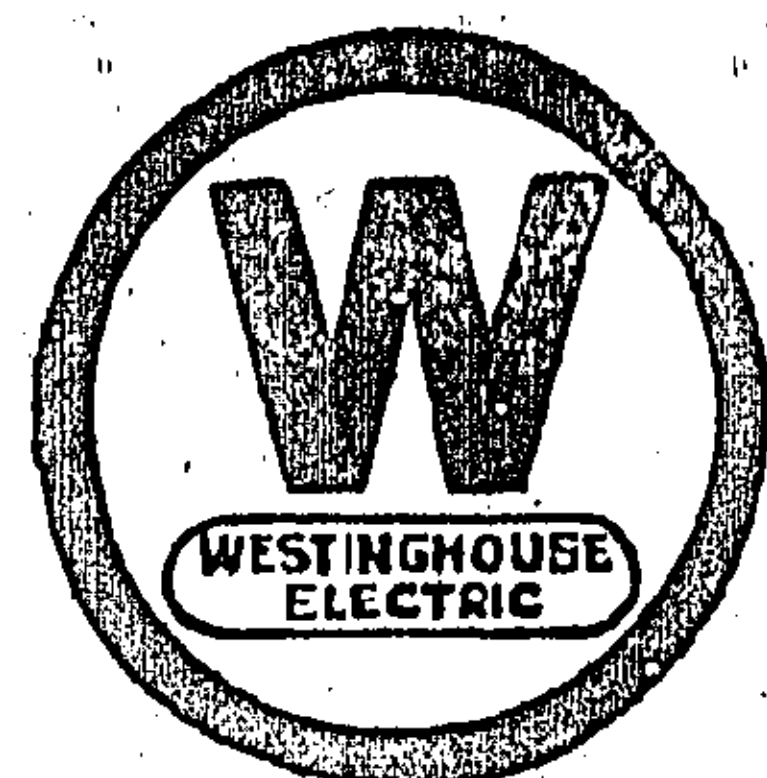
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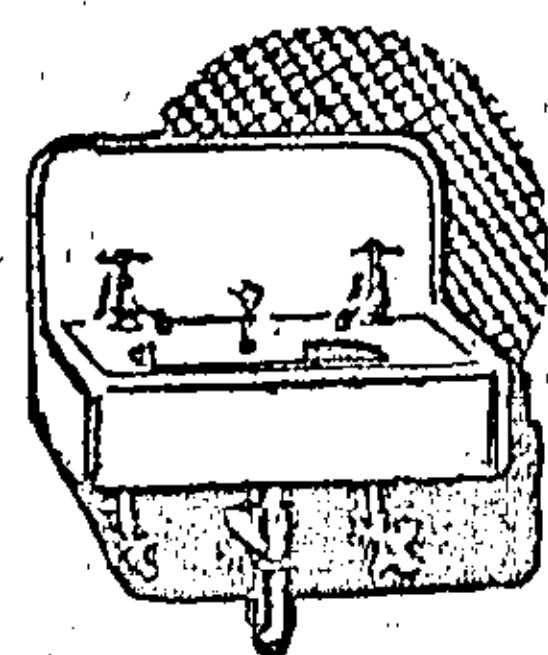
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THE RED MENACE.

COMMUNISTS AND THE KUOMINTANG.

In the course of a statement to members of the Press at Lunghua Shanghai, Gen. Pei Chung-hsi, the Martial Law Commissioner, said that the recent measures adopted by the authorities to suppress the General Labour Union, to disarm the "Supervisory Corps," and to attach the Central Political Bureau, were aimed at terminating the Bolshevik menace in China as it was learned from excellent authority that the bodies mentioned were simply Communist agencies.

Gen. Pei said that he wished to emphasize three points with regard to the relations between the Kuomintang and the Communist Party. In the first place, he said, the Communists were admitted to the Kuomintang on the explicit understanding that they would obey the regulations of the party and abide by the Three Principles of the People laid down by the late President Sun Yat-sen.

No Statement on Nanking.
Secondly, he said, the Communists' aim was somewhat similar to that of the Kuomintang and, thirdly, the Nationalist military authorities here were not, in any respect, opposed to the Nationalist Government or the Central Executive Committee of the Kuomintang in Hankow, but they would attack counter-revolutionaries who attempted to play the wolf at the expense of the Kuomintang.

Return Reparations.
Questioned relating to the Nationalist policy on the Nanking affair, the General remarked that he could make no statement as that was a matter which involved diplomatic negotiation, but he thought it would be advisable to organize a committee consisting of foreigners and Chinese to investigate the affair and find out the exact amount of damage on both sides.

The Nationalist Government would be ready to pay compensation for the damage suffered by foreigners but, at the same time, it would demand reparations on the governments concerned for the injury done to Chinese citizens as a result of the bombardment of the city by foreign gunboats.

DUTCH BULBS IN PARKS.

OBJECTION BY BRITISH FIRMS.

The announcement that the Office of Works has accepted from the Dutch Bulb Growers' Association 56,000 tulip bulbs for planting in the royal parks has been received with anger and astonishment by British bulb growers.

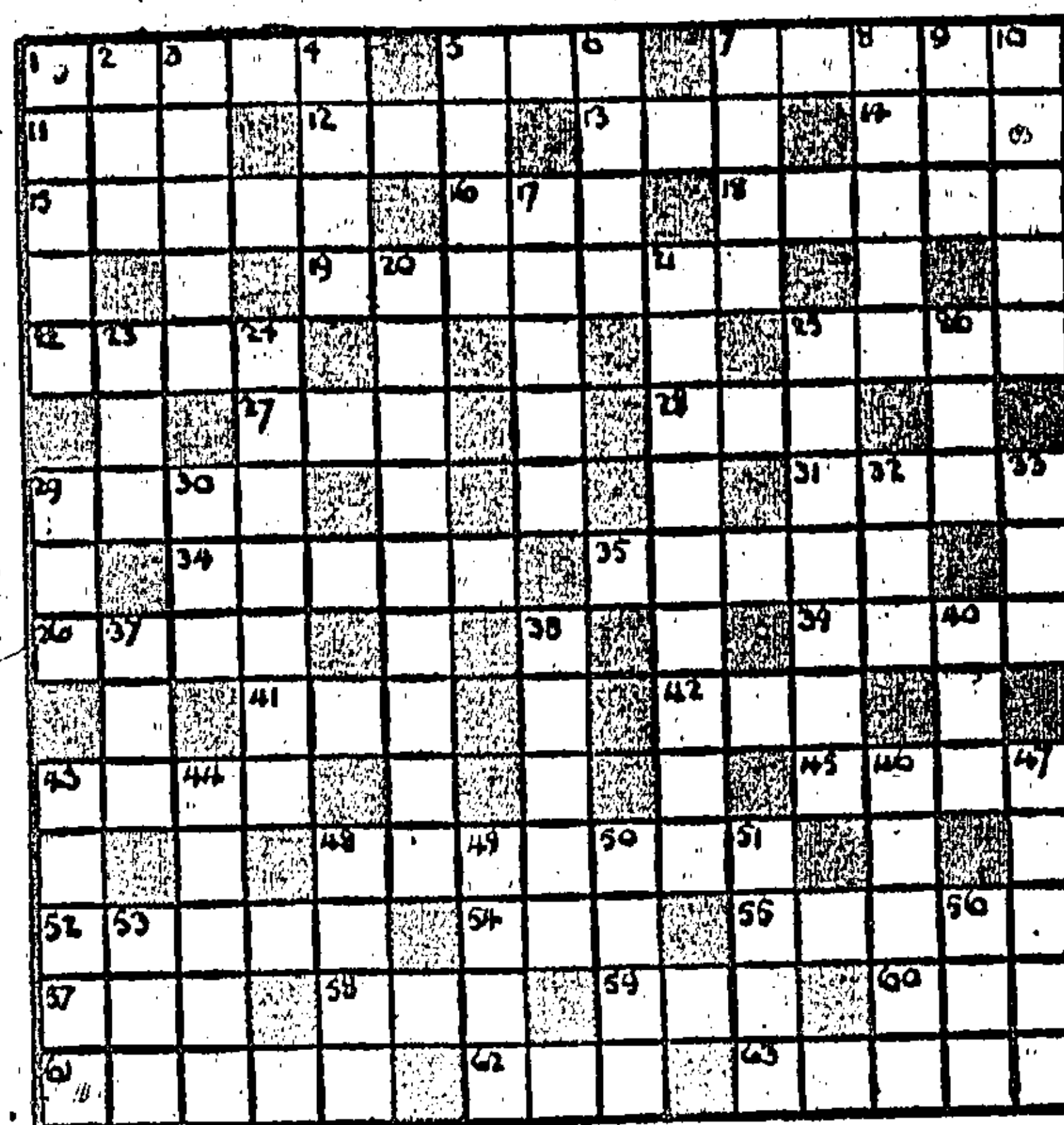
They point out the irony of a Government Department assisting the Dutch to advertise their goods at a time when it is the declared policy of the Government to promote the sale of British goods, and when another department, the Ministry of Agriculture, is actively encouraging the British bulb-growing industry.

Mr. S. W. Hale, of the Horticultural Trades' Association (which represents British growers and retailers of bulbs), pointed out to a newspaper reporter that the places where the Dutch bulbs have been planted—10,000 close to the Guards' Memorial on the Horse Guards' Parade, and 40,000 at the Victoria Gate, Hyde Park—could not have been better chosen from the point of view of advertisement.

At the rate we are progressing, he said, and if given encouragement, we are likely to reach a point before long when we shall be able to do without Dutch tulips altogether. We can already meet the Dutch goods in price.

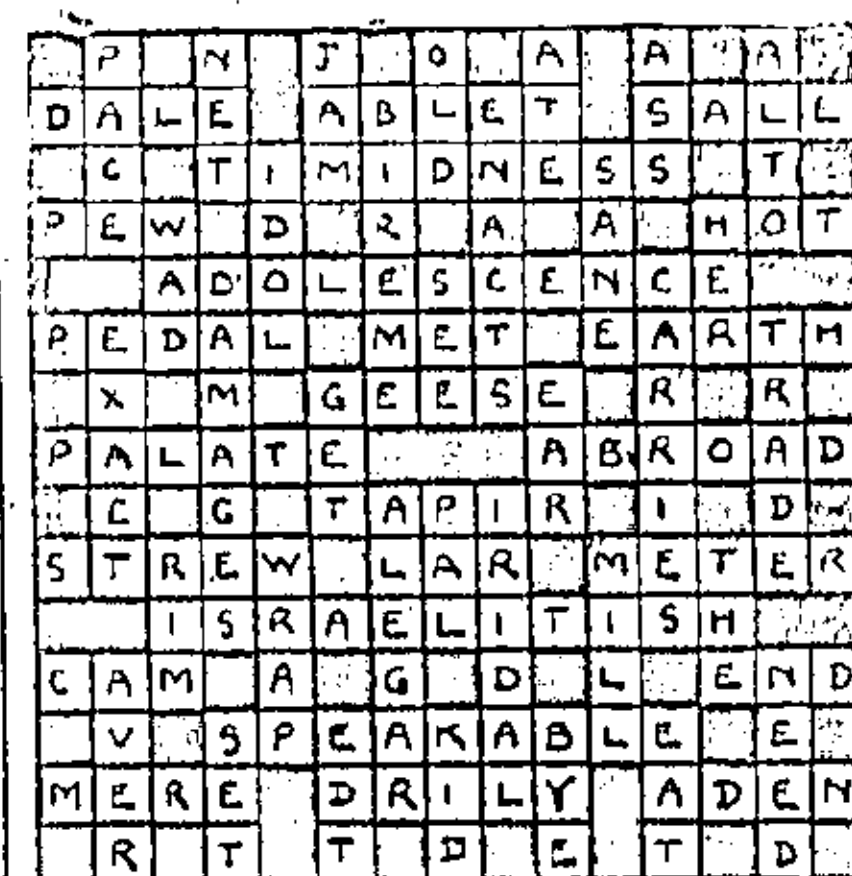
But our home industry will be checked if its rivals are given official encouragement on this scale. It is intended to raise the question of acceptance of the Dutch gift in Parliament.

OUR CROSSWORD PUZZLE.



- Across.**
- Compounds used for cleaning.
 - Some.
 - Scene of contest.
 - Conquer.
 - Girl's name.
 - Affect with pain.
 - Place in position.
 - Resinous exudation of trees.
 - Conjunction.
 - Painter's stand.
 - Pertaining to Chaldean.
 - Small horses.
 - Those in the affirmative.
 - Propels a rowing boat.
 - Common tree.
 - Retain.
 - Units of cloth measurement.
 - Ornamental edging.
 - Anglo-Saxon Baron.
 - Girl's name.
 - Jot.
 - Religious female in seclusion.
 - Catch fish with.
 - To.
 - Long time.
 - Slander.
 - Work's hard.
 - Before.
 - One who is deprived.
 - Small hotel.
 - Pacify.
 - Donkey.
 - Anger.
 - Welsh National Emblems.
 - Tear.
 - Alleviated.
- Down.**
- Opposed to bitter.
 - Insoluble in water.
 - Regarding.
 - Levantine vessel.
 - Indian coin.
 - 36 inches.
 - Side opposite to wind.
 - Short story.

Yesterday's Puzzle.



LIVING ON HIS TITLE.

MARRIED AND DIVORCED EIGHT TIMES.

Count Gunther von Konigsmark, who was lately arrested by the Bavarian police, is one of the enviable people who contrive to make money without work.

He first came into public notice when forced to resign his commission in the Guards. His wealthy relatives, annoyed that a member of the family should be involved in a scandal, cut off all support and Count Gunther promptly married a middle-class woman who was yearning to become a countess.

The closing of a gaming club in which the count had invested half of his wife's money, on account of the arrest of its manager, led to his temporary ruin. Count Gunther packed his wife off to her parents, sold his house, and arrived at Monte Carlo with £1,100, which melted quickly at the gaming tables.

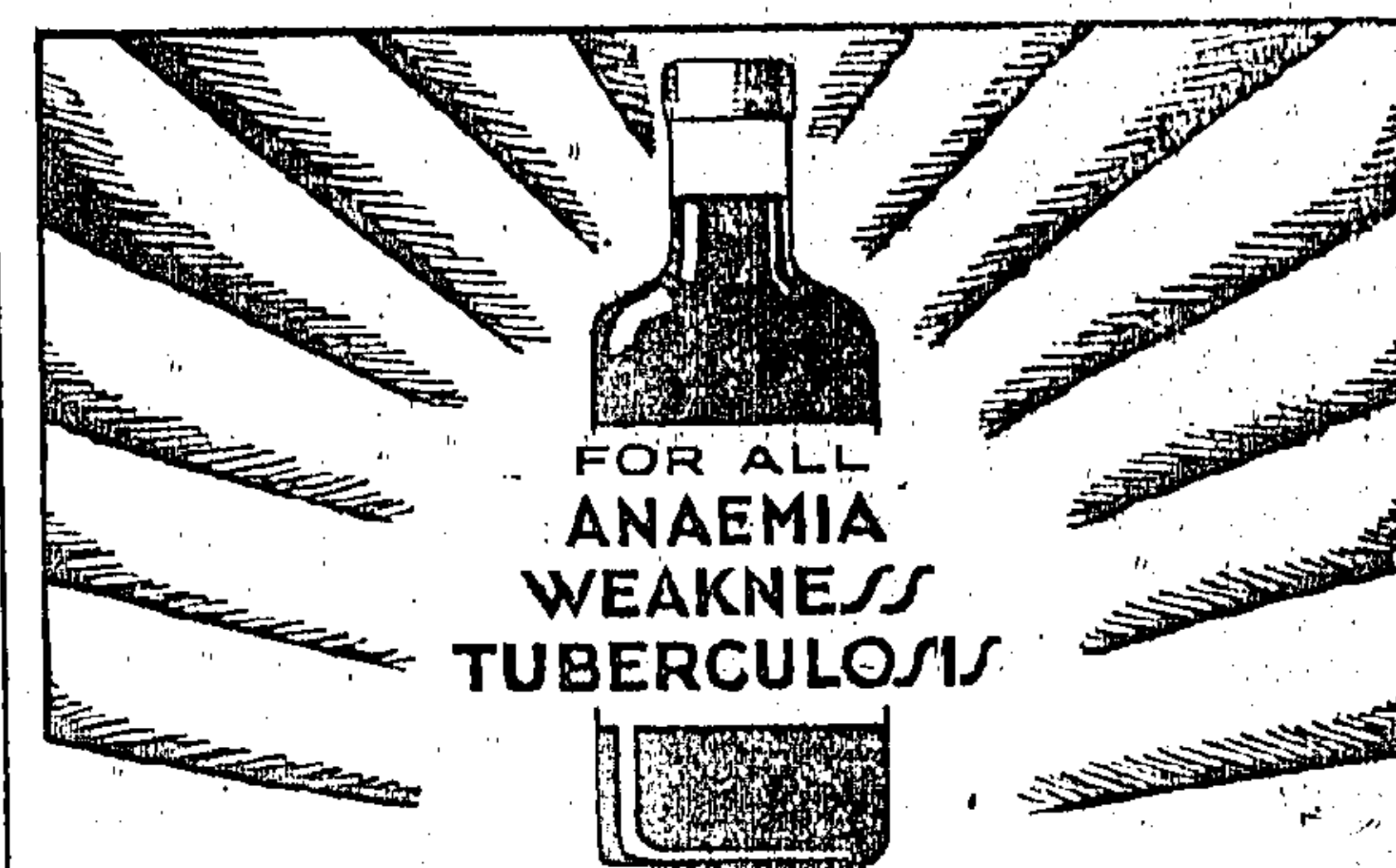
His wife divorced him and left him free to exploit his new only remaining means of profit, his title. He arrived in Berlin almost penniless and married again. Money on the nail and divorce in three months were his terms, and between 1902 and 1913 he was married and divorced eight times. His fee varied from 275 to £1,200.

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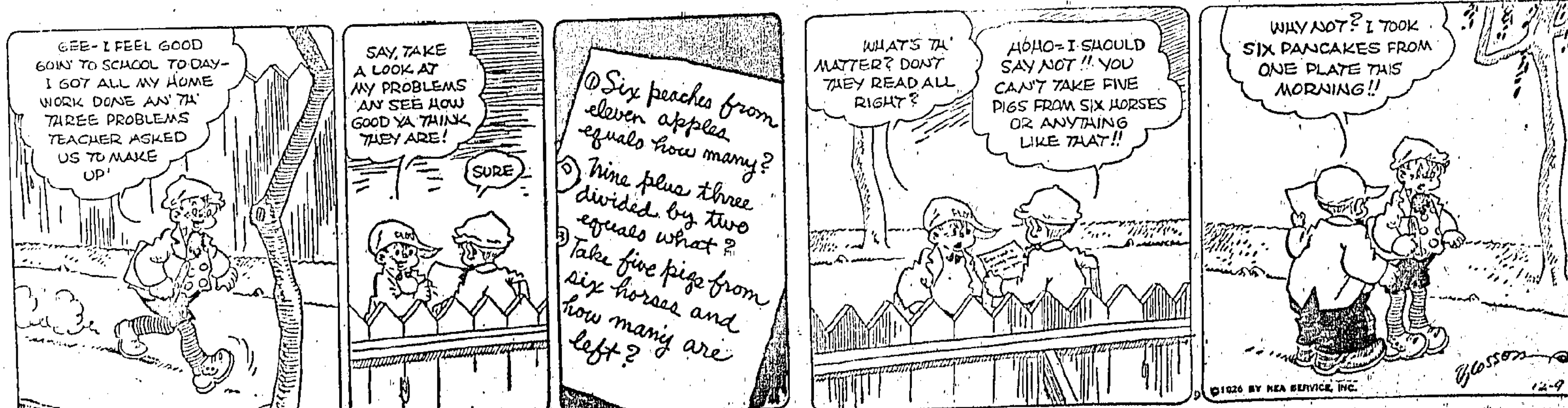
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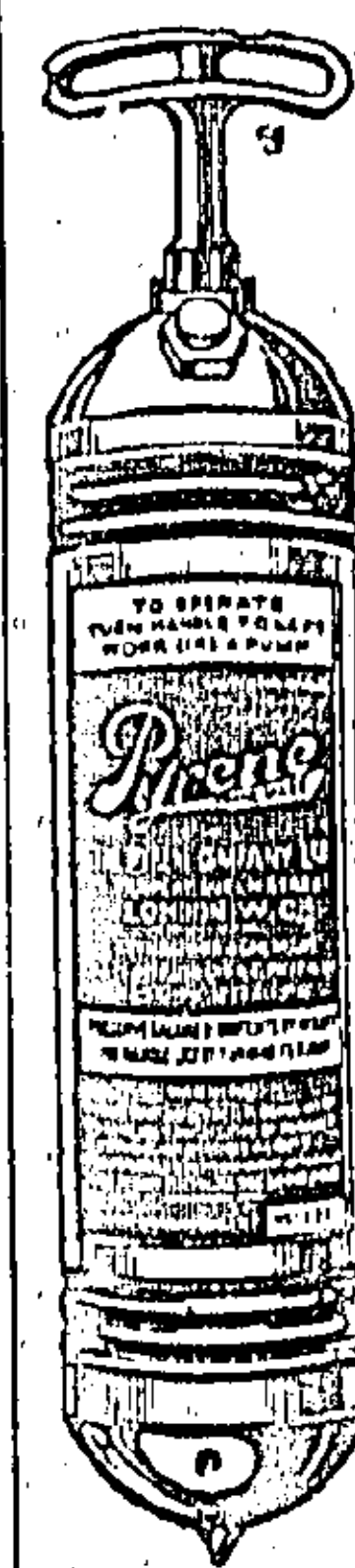
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by installing a "PYRENE" Fire Extinguisher. "PYRENE" will kill fire without damage to the engine, woodwork or upholstery. Water spreads a petrol fire; sand is inefficient and will put the engine out of action. "PYRENE" Extinguisher is small in size, light in weight and easy to handle. "PYRENE" does not deteriorate and is always ready for use. Keep a "PYRENE" handy on car and in garage.

Mustard & Co., Ltd.

Incorporated under the Companies Ordinance Hongkong.

Alexandra Buildings,
Des Voeux Road Central.

The
Hongkong Telegraph.

SATURDAY, APRIL 23, 1927.

THE HANKOW CRISIS.

It is not surprising that the part of the Nationalist Government which is left in Hankow is finding itself in growing difficulties. From the standpoint of supplies, Hankow is very much dependent on the trade of the Yangtze—a trade which the Chinese themselves have brought to an absolute standstill by their ridiculous methods against the foreign interests operating it. In the matter of rice, Hankow is placed somewhat similarly to Canton—the local supply needing reinforcing by imported quantities. In the matter of coal also, Hankow is dependent on supplies from outside, and owing to the cessation of nearly all normal trade these supplies have stopped. Without the flow of commerce, money largely ceases to circulate, and with the stoppage of industries labour is left unemployed and soon gets hungry. Thus we have presented to-day the spectacle of a great centre like the three Wuhan cities of Hankow, Wuchang and Yangyang in the grip of a paralysis which has been brought about by meddlesome politicians and hatred-breeding agitators. Hankow is cut off from Yangtze supplies by the fact that Marshal Chiang Kai-shek is sitting astride the river down at Nanking and that no trading vessels are moving. It is not possible nor economically sound to feed and supply Hankow from anywhere south of Changsha—the point at which most of the water-borne trade of central China ceases. Financial credit and confidence is wavering in Hankow because of the formidable array of enemies surrounding the Nationalist faction there, and it seems inevitable that a serious crisis will eventually ensue. Just how serious it will be all depends on the success of the Government's present attempts to restore confidence by persuading the foreign business men to resume trade. That is not so easily done as said, for there is evidently much anti-foreign tension still prevailing. And before a man will consent to re-commence the business out of which he was forced to withdraw by reason of such things as the tyranny of labour, lack of protection from unruly elements and the absence of law and order generally, he has to be assured that he will not again find himself up against a similar array of impossible circumstances. It is easy for Mr. Eugene Chen to appeal

for a re-commencement of business, and it might appeal to him to speak about not guaranteeing the integrity of foreign premises in Hankow which are occupied by their lawful owners, but there are some obvious things first to be done by him and his colleagues in the Hankow Government. It is through no fault of their own that the foreign firms and banks have been forced to close down; the business men have hung on in face of intolerable hardships and at much personal risk. It is only fair to ask that there shall be restored that confidence of protection and that fair and just dealing which is the right of men in a civilised age before the foreign merchants of Hankow are entreated to resume trading. Of course, it might be that the split between the Hankow party and Marshal Chiang Kai-shek, and the very uncertain help which Canton might be prepared to render Hankow, plus the fact that the Fengtien forces are making a fresh offensive on the Nationalist front to the north of Hankow, make so powerful a combination of adverse circumstances that whatever action the foreign merchants of Hankow take would be of little avail at the present time. It is certain that Hankow's plight is a perilous one, and it is also certain that the authorities there have largely brought their trials upon themselves by their failure to govern aright.

Portuguese Volunteers.

The recent formation of two platoons of Portuguese in the Hongkong Volunteer Defence Corps, and the announcement yesterday that a brass band of Portuguese musicians is being enrolled, revives the interest in the work which this community has done for the Colony in times of need. As we remarked editorially at the time of the Canton boycott, in 1925, the authorities were very largely indebted to the Portuguese residents for their assistance in various essential services. About that time there was a big enrolment of recruits in the Defence Corps, and individuals of this community, who had not joined up since the disbandment of the old defence units at the close of the World War, willingly came forward as Volunteers. They were enrolled along with other nationalities, mostly in the infantry section, but as their numbers grew the question of a separate unit was raised, and it was decided that if a sufficient number could be obtained, a Portuguese Company would eventually materialise. Some weeks ago, a recruiting campaign brought in many of the community's young men, and the result has been the formation of two special platoons, which are continually being added to as more join up. Possibly the numbers will yet attain a figure that will justify a full Company being formed. The idea of a brass band for the Corps is not new, and recalls the old Police Reserve band of war days, most of whom were Portuguese. Inherently musical, they are sure to give a good account of themselves. It may be mentioned that about a year ago the nucleus of a drum and fife band was gathered, and probably the drummers will be available for the present musical section. The addition of a brass band, at the very least, adds to the dignity of the Corps, which, with the steady growth in strength, the more efficient programme of training, and in view of the time through which we are passing, has attained a position of decided importance in the Colony's scheme of defence.

EXCHANGE RATES.

Paris	124
New York	4.85/19/32
Brussels	34.92
Geneva	25.25
Amsterdam	12.13 1/2
Milan	93.25
Berlin	20.49
Stockholm	18.13
Copenhagen	18.20
Oslo	18.81
Vienna	34.5/10
Prague	163 1/2
Helsinki	192 1/2
Madrid	27.75
Lisbon	27.75
Athens	362
Bucharest	755
Rio	5/27/32
Buenos Aires	47 1/2
Bombay	1/16/19/32
Shanghai	2/6 1/2
Hongkong	2/6 1/2
Yokohama	1/14 1/2
Silver (spot)	20 1/2
Silver (forward)	20 1/2

—British Wireless.

DAY BY DAY.

NOT SOCIALISM, OR ANY OTHER "ISM," CAN PERMANENTLY EQUALISE THE FORTUNES OF MEN. THE STRONG WILL DOMINATE, THE WEAK MUST SUCCEED.—John Burroughs.

There was a clean bill of health in the Colony yesterday.

The name of Mr. F. Munford has been added to the List of Authorized Architects.

A thief entered Mr. Custodis' flat at No. 44 Nathan Road last night, and stole a sum of \$95.

It is notified that, at the expiration of three months, the Tai Yuen Hotel Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

H. E. the Governor has appointed Dr. William Leslie Thomas to be a member of the Advisory Committee of the Peak Hospital, during the absence on leave of Dr. Stuart Seguin Strahan, M.B., B.Ch., or until further notice.

Monday being Anzac Day, members of the Ex-Active Service men's Association and others interested will be present at 9.30 a.m. on 25th April, at the Cenotaph, when a wreath will be laid in memory of the Australians and New Zealanders who gave their lives in the Great War.

At St. Andrews' Church, Kowloon to-morrow morning the dedication of Girl Guide colours takes place, the colours to be dedicated being the King's Colour and the Company Colour of the 2nd. Kowloon Guide Company, (Diocesan Girls' School). This is the first ceremony of the kind ever to take place in the Colony.

The Health Bulletin of Eastern ports for the week ending April 16, reveals four cases of plague at Rangoon and one at Singapore. With regard to cholera there were 16 cases at Saigon, eight at Haiphong, 19 at Bangkok and one at Rangoon. The incidence of smallpox was as follows: Rangoon 66, Tuticorin 4, Bangkok 9, Macao 1, Dairen 3, and Hakodate 1.

The Hospital Comforts Committee acknowledges with thanks the gift of 22 gramophone records from Mr. A. H. Crook, Queen's College. A gift or loan of two sewing machines, for the use of the Nursing Staff at the No. 7, General Hospital, Kowloon, would be greatly appreciated. The machines should be sent direct to the Hospital or to Mr. E. Ralphs or Mr. A. Morris at the Education Office. Mrs. W. T. Featherstone, M.A., have been added to the Hospital Comforts Committee.

PRINCES IN SPAIN.

A BRITISH ROYAL VISIT.

London, April 22.
The Prince of Wales and Prince George, accompanied by Brigadier-General Trotter, arrived in Madrid this morning on a visit to the King and Queen of Spain.

They were met at the station by the British Ambassador, the King and Queen of Spain, General Amado, the Minister of the Interior, and many members of the British colony.

A large crowd cheered the royal visitors as they drove to the palace. —British Wireless.

CORRESPONDENCE.

AN APPEAL TO BOXERS.

[To the Editor, Hongkong Telegraph.]

Sir,—I wonder whether the Boxing Association Members or the Boxing Fans of the Colony can carry their memories back to the days of 1913 and 14, at the old Victoria Skating Rink also to the City Hall.

At that time there was a Bantam Weight Champion of the Colony a man that could have always depended on to see that the fans had their money's worth when he was scrapping. He was always clean and acknowledged to be one of the best.

The man went away to the Philippines, boxed there and always had the same record.

It is now 1927, the man is now at present living in Wanchai, married and has a family of six children dependent on him. He has no work and what with this trade depression not likely to get any. Given the chance I think that he would make good.

The above man is Iron Bux. Surely some of the Association Members or even the fans can do something for him. It isn't charity that he is seeking, but just that helping hand.—Yours, etc.,

LOOKER ON.
Hongkong, April 23, 1927.

THE CAPTAIN

His Home on the Welsh Border.

The village of S—lies at the foot of a long metalled hill on the border of England and North Wales. You see its half-dozen elish cottages through the bare branches of the elms and oaks which stand about firmly weaving and shutting the Welsh gales as coarsely and tangled they blow the border.

T—, the next village on the main road, is red and solid and as English as brick can be; but at S— the little windows of the odd cottages shine like birds' eyes. The heads of the cottages nod this way and that like a covey of partridges half hidden in long grasses and sunlight, and you discern them only just in time.

A step further, a moment later, you think, and they would have lifted their clattering wings and whirled heavily into the coppices over the flat fields.

All except one. There is one house in S—which (even if other houses could be off flapping their gables and dropping their tiles like feathers) would never fly. At least it would never fly by day. This is the house on the side of the steep and naked lump of hill under which the village shelters. It is a narrow gray house, with French windows and two turrets like ears, and it is perched on top of a terrace of lawns. It is like an owl. Even the pointed white porch between the windows is like an owl's sharp beak.

When men go to work in the quarry behind the hill they see the iron-spiked gates of the house are closed and its drive as bare as a bone. The blinds, too, are drawn; as though the stern and lonely bird is asleep. In the middle of the night, when I hear an owl's signal (Hoiccoo! Hoiccoo! like a signal feeling its way in the dark) I cannot help thinking of the house and saying to myself, "The captain!"

Then, is there a mystery about the house and this captain? you ask. How do I know if there is a mystery? How can I tell? How can I judge a man if I have not been in his house? The fact is, nobody in the village knows as much as they think they ought to know about the captain.

He has retired from the navy. He is a bachelor. He lives alone, and he scarcely ever goes out. There is nothing in that. But—Hens lay, cocks crow, cows are milked, and men clean their boots and go to their barns, their ploughs and benches, but that does not keep a village from wanting to know just a little more, from calculating this and wondering the other.

Many years before, a man had bought the bare lump of hill by the village and had dug a quarry in it. There was a thing the villagers could understand. Men from the village worked in the quarry. Great lunged horses and throuty, sniffling lorries pulled and bumped through the muddy lane that led from the village to the quarry, with their full loads and half loads of broken stone. The captain complained of the damage done to the lane. That was an ordinary, sensible thing to do: the villagers could understand that.

Again, he cuts back his shrubs till they are as low as bulwarks. He clears his decks, so to speak. He has lopped the trees. There is not an inch of wood too much in his grounds, and in the winter the bare, hull of the hill looms blackly through a scanty rigging of branches.

The top terrace of the lawns is his bride, though he is rarely seen on it. His lawns are as clean as if they had been scrubbed. There is not a leaf on the gravel nor a sign of moss. The outer defences of his grounds are armoured by thick mounds and on the wall the glass has been renewed.

Those taciturn holly bushes! It is a place as formidable as a dreadnought with the house perched up top like an owl—if such a combination is possible. All this the village can understand, for he lops and prunes in the season and builds when it is best to build. But—Why is he alone? Why does he see so few people? The blinds are not drawn today. Or the blinds are drawn! Now, what do you make of that?

Even the dogs of the village as they pass the gate roll their curious mongrel eyes. It is beyond their easy-going fashions. The iron gate is closed and the captain's dog barks through the bars, inaccessible. Uncomprehending, they lift a doubling paw and gaze; then wisely they scot away into the fields and chase friends whose ways are theirs.

Isn't it a strange thing the captain's house is perched on a hill and can see everything that goes on in the village? At S—on bright mornings the sun throws its bucket of eastern light over the trees and over the roofs; and the wind from the Welsh mountains, if there is one, sends the sky running like a man scampering after his hat. There is a house with a white gate there, and upstairs in the bedrooms a housemaid goes twittering. As she tucks in the blankets and smooths down the sheets she sings:

Land of hope and glory,
mother of the free,

as high as a sparrow. Down stairs in the kitchen she counts the eggs that have been laid that morning and fills the lamps, singing still. "Always merry and bright," she sings, and her shrill "r's" are as sharp and as high as sleet on the window. In the afternoon she can see the postman go up the captain's drive.

At the builder's, where the piles and planks are stacked against the walnut tree, a young man who has been a soldier is sawing up logs. Two men with hobbled voices go up the long hill with a ladder on their shoulders to a lane that pours down to the manor.

Up the blue macadam hill the lorries drum like oily bees; and down the hill they spin with their hundred-weights of coal behind them, slinging it down from the mines. The chimneys of the mines stick out of the tops of the distant Welsh hills like little pistons.

At four o'clock the fires are red in the parlors of the cottages. Their windows, sills are on the ground itself and the windows peer up like birds at the passing wheels. In the grocer's a woman is weighing out rice. You can hear the tap of the scale pan and you can see the top of her silver head. There is a muttering and popping from a gas engine which the builder has installed—the things you can do if you have a gas engine!—and at times there is a clattering of pails when the chickens are being fed. You may see a woman pegging her washing to a line.

At five or six the men crunch back from the quarry, where the stone crusher has stopped turning and bellowing, and the foreman has gone home on his thin bicycle with a prick of red light behind it. As they pass the captain's farm and warlike grounds, lopped branches raised like cannons to the sky, the men glance up and see a light in the window of the house. Now what's he up to? Or perhaps there is no light. No light up at the captain's house! What's he do with himself? Didn't know he was away. N'more he ain't. Umph!

PIRATES CAUGHT IN A TRAP.

BRISK ENGAGEMENT ON THE SOOCHOW CREEK.

While attempting to plunder a number of junks in the West Kiangchiao District, near Jessfield, on Friday last a gang of about 25 pirates were surprised by a detachment of Chapel Merchant Volunteers who had received previous notice of their intentions.

Few details of the affairs have been forthcoming, but it appears that a trap was laid for the marauders, who appeared on the scene at the appointed time.

Immediately after they had boarded one of the junks, they were surrounded by the Volunteers and a severe fight took place which lasted for well over 15 minutes. Finding that they had been trapped, the marauders made a desperate attempt to break through the cordon but they were

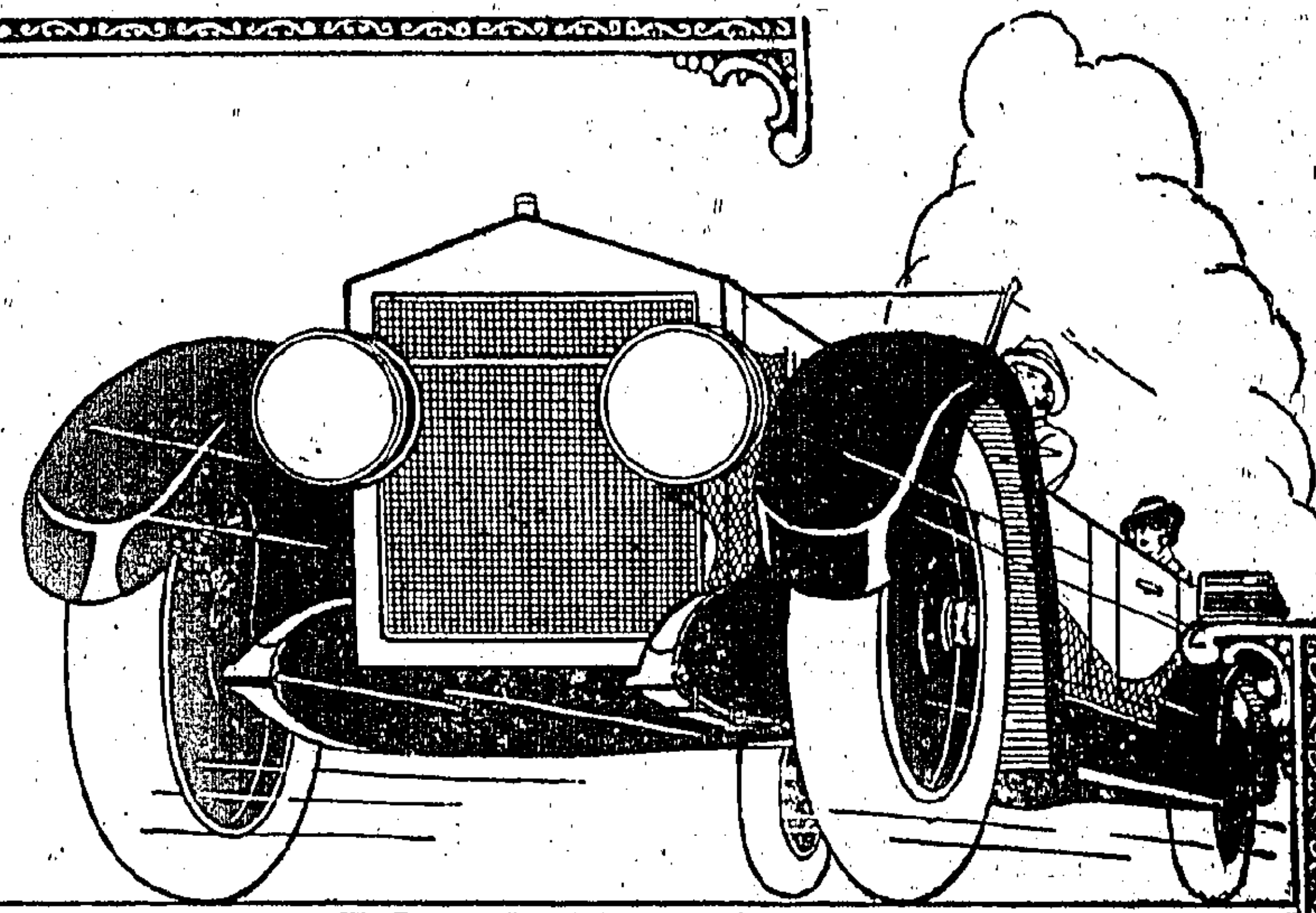
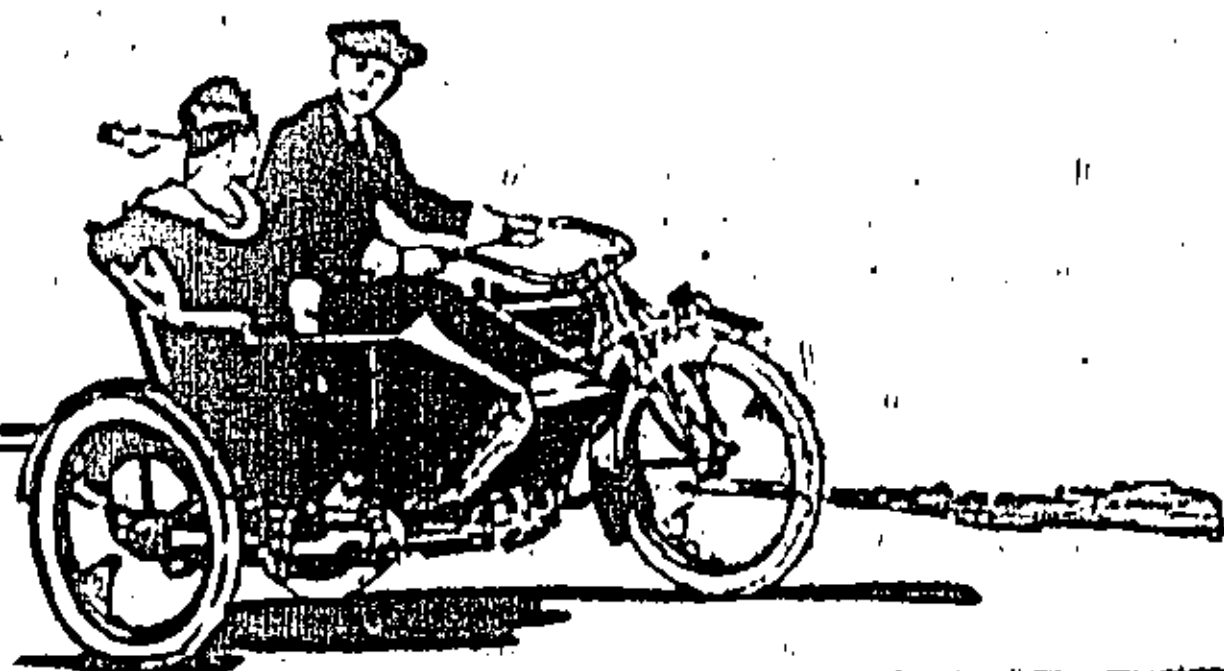
met by a hail of bullets, which they returned. Two of the pirates were killed outright, eight others were wounded, and ten arrests were made. On the Volunteers' side, one was severely wounded. Two non-combatants were struck by stray bullets and killed, one of these being a two-year old baby and the other a lad of 14 years.

Fight on Rubicon.

Another fight occurred on the Rubicon the same night, when a score of robbers tried to break into a farmer's home. They were armed with rifles and fired as they approached but they were met by sturdy resistance on the part of two young farmers who likewise were armed. After a heavy fusillade, the two farmers were brought to the ground, both being wounded very severely. After looting several houses, the robbers escaped into the country, and the two unfortunate men were taken to the Red Cross Hospital where they are now undergoing treatment. No arrests were made.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 23rd APRIL, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Ricksha Lamps.

A local motorist has asked us to draw attention to the danger which exists on the Peak as a result of unlighted rickshas using the motor road. Our informant mentioned that on several occasions recently he has passed these vehicles late at night, and in one instance, narrowly escaped a collision in the vicinity of the garages on the main motor road just above Barker Road. On that occasion the night was foggy, and it was by the merest chance that the car did not crash into two unlighted rickshas which were travelling in an easterly direction. We gladly give publicity to the complaint, because the matter is a most urgent one. At the place where the two rickshas mentioned above were met, a motor driver would have a good excuse if a collision did occur, because such vehicles are seldom met with so far down the road, it being customary to use Barker Road when travelling by ricksha towards the Magazine Gap locality. The ricksha passengers run the greatest risk of injury, and we advise all such passengers to insist that the coolies light the lamps. No doubt the Police will take the necessary action.

Lorry Speed.

An interesting decision has been reached at Home, and will probably result in the passing of a bill which will remove the present speed restrictions. One of the most important clauses in the proposed bill is that whereas light cars will be allowed to travel at any speed, providing no danger is caused to the public, all heavy vehicles such as motor vehicles, will be required not to exceed a speed of 15 miles per hour. In giving the reason for this restriction, it is pointed out that most of the damage to road surfaces is caused by heavy vehicles travelling too quickly. This is quite a sound reason, and such a regulation might well be imposed in Hongkong. We believe that there is a limit set for heavy vehicles, and that such limit is painted on the vehicle, but it is a frequent occurrence to meet lorries speeding at from 20 to 25 miles per hour. An instance of this happened quite recently when a heavy lorry, equipped with solid tyres, actually passed a touring car on the motor road down the Peak. At the time, the owner of the passenger car noticed that his speedometer registered 20 miles. Action should be taken against drivers who offend in this respect.

Thoughtless.

On Wednesday last, a lady was observed driving a car in Pedder Street with a dog seated in her lap! The motorist who asked us to draw attention to such a dangerous practice, considered that a friendly warning from a Traffic Officer would probably have the desired effect. We trust that this publicity will also serve its purpose, because such an action, is, to say the least of it, both dangerous and foolish.

Kowloon Thefts.

The fact that the Hongkong Automobile Association requested the Police to keep an eye on cars parked in the vicinity of the Kowloon Ferry, was not in any way a reflection on the ability of the uniformed patrol provided. On the contrary, we are assured that during the time these A.A. patrols have been on duty, thefts and interfering with cars have practically ceased. The man who

was caught red-handed and subsequently punished, chose an hour when the patrol was off duty, which in itself, is tribute to the vigilance of the patrol.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—

R. Sutherland.
W. C. Gee.
I. B. Trevor.
Dr. W. Wagner.
Li Shiu Ki.
H. Pearman.
S. Longfield.

The Improved Clyno.

Amongst the makes of British cars which have steadily increased their vogue all over the world as well as in the country of origin, the Clyno takes a conspicuous place. Representatives have for some considerable time been touring the world for the purpose of investigating local conditions, and as a result of this enterprise, the makers of the Clyno have been put in possession of valuable first-hand information. By this means they have been able considerably to improve their car from the point of view of the overseas buyer. There is little doubt that such timely development will make Clyno cars more popular than ever in the widely distributed markets in which they have already been welcomed. So far the factory has not been directly represented in Hongkong, but now that Messrs. Lane, Crawford, Ltd. have been appointed agents, and have received demonstrating models, local motorists will have an opportunity of inspecting and testing these cars themselves. It should also be noted by intending purchasers that Messrs. Lane, Crawford, Ltd. have secured suitable premises to be used as a garage and service station, which, operated under European supervision, will assure future Clyno owners of constant attention and service.

Electric Horns.

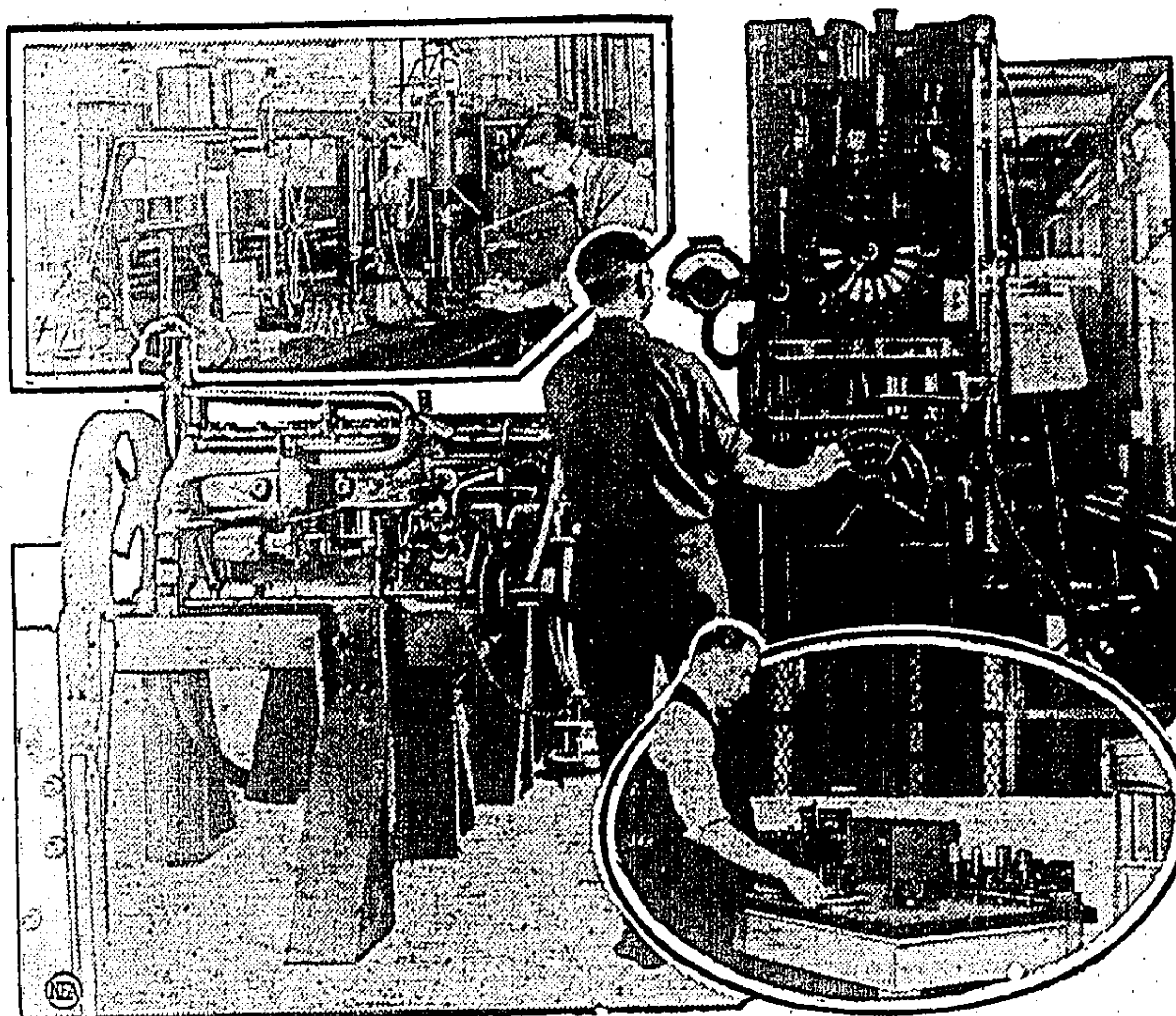
We understand that the Traffic Department is taking action in regard to motor horns which are liable to be confused with police whistles. Letters have been sent to owners of cars which have these misleading signal devices. That the Authorities view the matter as serious is indicated by the fact that at least one owner who disregarded both verbal and written warnings, was recently prosecuted. We have previously objected to the use of some of the screeching devices which are not at all necessary. During the week a new type of syren was heard in the City which apparently represented the soprano of the Fire Brigade syrens. This was also most objectionable, but as it gave vent to several shrieks in close proximity to a traffic officer, we imagine that its days are numbered.

CHINA BUYS MORE TYRES.

Despite political unrest, China is now buying more motor tyres than in the past. According to the latest available figures, there are registered in China 13,499 passenger cars, 2142 motor trucks, 632 motor buses and 1654 motor-cycles.

HOW AN AUTOMOBILE IS MADE.

Engineers Constantly Engaged in Research Work.



Automotive research engineers are pictured here at work in the General Motors Research Laboratories in Detroit. Centre photo shows an engine on a life test. Lower photo shows an engineer in the high voltage cage working on a highly sensitive amplifier to detect noises and vibrations. Upper photo shows an engineer in the fuel laboratory.

The present-day automobile is the product of a series of tests so detailed and exacting as to make an observer believe the automobile industry is the most thorough, most painstaking, most nearly perfect of all.

Yet a tour through the research laboratories of any automobile plant leaves the feeling that the automobile is far from perfect. This is the reaction I had after going through every department of great Detroit automobile plant to learn about the industry's latest advances.

I have followed the mind of the automotive engineer in its process of working out a new thought, followed the thought through the research stage, through its adoption in the complicated mechanics of automobile manufacture, and on to the final tests through which every car has to go before being approved as a finished product.

I have watched finished cars being driven under the best and worst of motoring conditions, abused to the utmost to find out whether it would stand the gaff in the hands even of the most inconsiderate owner.

Nothing Still Perfect.

At the foundation of all this thoroughness are the research efforts of a corps of engineers working constantly with new formulas, new methods, new materials in order to improve the automobile. It is in the automotive research laboratory that the how, the why, and wherefore are investigated.

Here we find every single part of the automobile still under test for improvements. Here we have to decide that the automobile is far from being a perfect mechanism.

No better can this be illustrated than in the research activities concentrated on the power plant of the automobile.

Engineers, for instance, still are trying to find out just what combustion really is.

Fuel Knock a Mystery.

Perhaps the most important of efforts in automotive research to-

day are being concentrated on the problem of fuel and its possibilities. A large part of the automotive research laboratory is given over to the chemist, who is trying by test tube and retort to discover what happens in the engine when a fuel explodes.

There is the mysterious fuel knock, for instance. What it is no one knows. No one knows even how it happens. But it's there. Chemists are trying to reproduce it in the laboratory under conditions by which they will be able to learn all about it.

They have devised a chemical that will in a way eliminate the knock. But how remains a mystery.

They're trying to produce the action of this chemical with ordinary fuel, under conditions that enable them to see the action, to measure the gases going in and coming out, and to record temperatures, pressures and other factors of importance.

This search for a more efficient fuel is being made not only in the chemical laboratory, but in a shop where special engines, ranging from one to six and eight cylinders, are being run day and night for the testing of some peculiar idea or hunch of an engineer.

Engine May Be Redesigned.

In connection with this fuel research, the research engineers are trying to find ways of improving design of the engine to increase its efficiency.

At one research laboratory a special two-cylinder engine is being run with tubes reaching from the combustion chambers to burettes where the exhaust gases can be measured. The idea is to discover the type or grade of mixture that goes into each cylinder.

This engine at the same time permits the engineer to discover a way of redesigning the intake manifold so that equal mixtures of gas and air may be delivered in equal proportions to all cylinders. This is one of the biggest problems of the engineer today, for it is well known that present design permits one or two cylinders to get more gas than is

needed, while the others may get less, producing considerable waste and inefficiency.

Another one-cylinder engine is designed so that gases may be caught at the flash point, or just before the combustion, to study what happens to the mixture as it enters the cylinder.

Still another one-cylinder engine is arranged so that compression can be varied. Alongside this is a valve and double cup apparatus by which a standard fuel of which all characteristics are known and also an untested fuel are permitted to enter the engine. By valving first one gas and then the other into the cylinder, the engineer seeks to determine the knock characteristics of the test fuel.

Better Efficiency Is Needed.

One engineer is devoting his efforts entirely to redesigning the cylinder head so as to raise compression and power of the engine, without affecting the efficiency of the fuel in combustion.

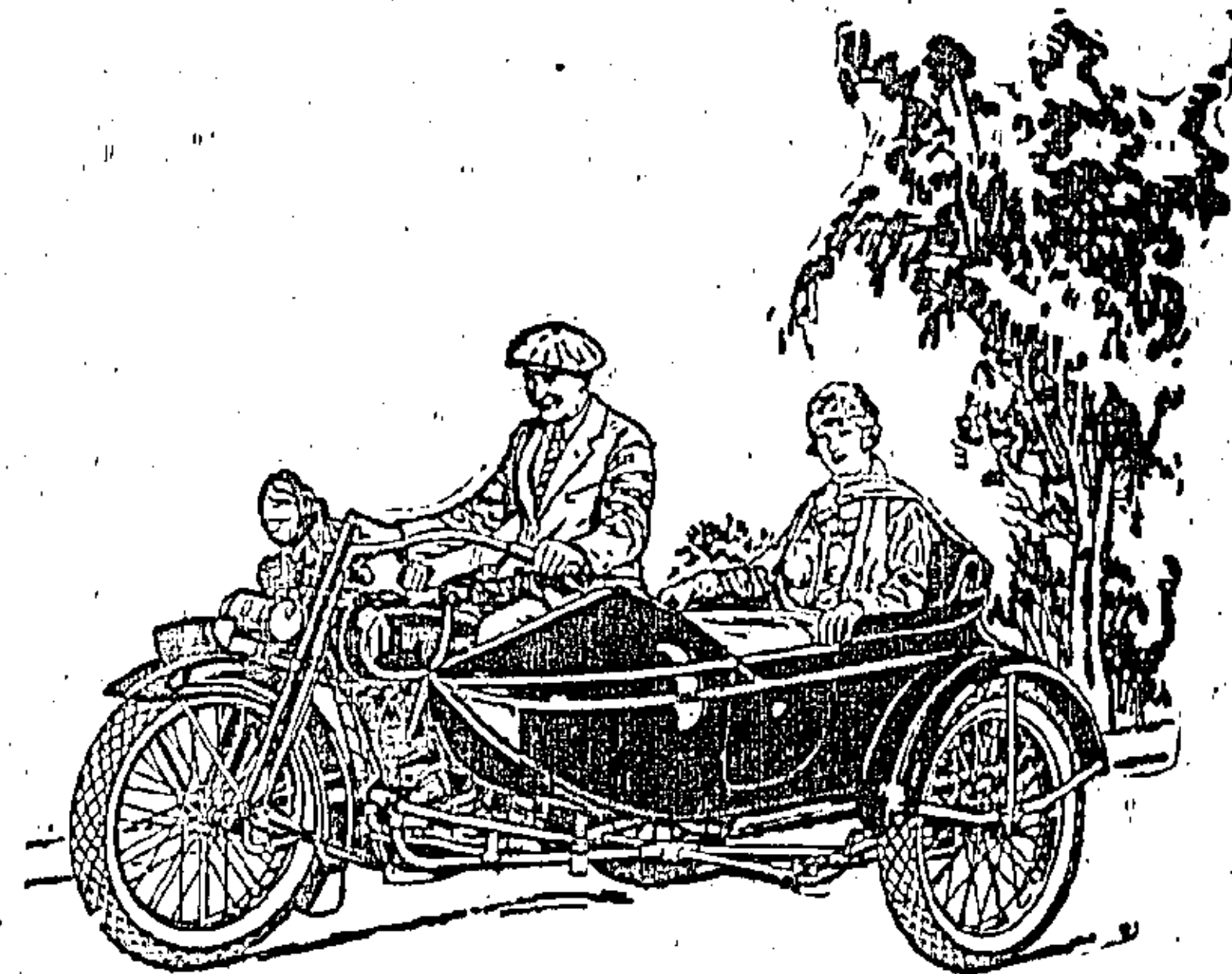
Another is trying to improve the carburetor, the seat of numerous familiar troubles.

Still others seek better methods of regulating the mixture of air and gas which is fed to the cylinders. Efficiency and economy both would be served thereby.

These are only a few of the objectives at which the engineers constantly are driving. The auto owner of today thinks he has a splendid piece of mechanism—and he has—but the engineering experts see many, many, potential fields of improvement.

NO PETROL TAX.

No change is likely in the motor taxation laws this year, states the Press Association. Mr. Churchill has come to the conclusion that to adopt the system of the petrol tax would be of no advantage, and the present system of taxation according to horse-power will, therefore, remain.—Ex.



ANSWER THE CALL OF SPRING—
DO IT WITH A HARLEY-DAVIDSON

Get Astride a Harley-Davidson motorcycle and let it carry you with the velocity of the wind, if you wish, over winding, shaded roads to the beauty spots of nature.

Know the joy of having in control power that will propel you and your mount over steepest hills without apparent labour, ride slow, ride fast, as you will, as the mood moves you. Travel trails impassable to automobiles, see the out-of-the-way unique spots.

The joy of such sojourns is not limited to the wealthy man only. It is within reach of every man with an income.

Dependable, economical and highly enjoyable transportation can be yours if you own—

A HARLEY-DAVIDSON MOTORCYCLE.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Owners of motorcars can buy lubricating oil two ways.

First, they can purchase on the price basis. Or, second, they can purchase with the idea of economical operation. The first way saves a few dollars per year. The second way saves dollars by minimizing repairs, prolonging the life of the car and reducing operating costs.

The motorist who lets price-per-gallon be the deciding factor does not buy Gargoyle Mobiloil, because it is not a cheap lubricant.

The motorist who is interested in the actual cost of operation—who wishes to prolong the life of his car and do away with the outlay of cash for unnecessary repairs, buys the Scientifically Correct Grade of Gargoyle Mobiloil, as recommended by us in our Lubrication Chart.

He knows that the economy in the use of Gargoyle Mobiloil greatly outweighs the small savings made by buying cheap oil.

When your motorcar engine is in action, only a film of oil no thicker than this sheet of paper protects the moving parts. Just so long as that film is unbroken, the bearings and cylinder walls are protected against friction.

Many films fall because of the scorching heat constantly present, and friction—the enemy of metal—attacks the engine's vital parts. In time, there is a burned-out bearing, a scratched cylinder wall or a "frozen" piston, and repairs that cost much more than a year's supply of lubricating oil, are necessary.

The Gargoyle Mobiloil film is as smooth as glass and as tough as flint. Scorching heat does not affect it.

Find out for yourself what there is to Gargoyle Mobiloil protection. Drain the crankcase while the engine is hot and refill it to the proper level with the Correct Grade of Gargoyle Mobiloil.

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Gum-Dipping, the exclusive Firestone process of insulating and impregnating every strand of every cord with rubber, builds into these tyres unusual resistance to wear, assuring reliable performance on a minimum cost basis.

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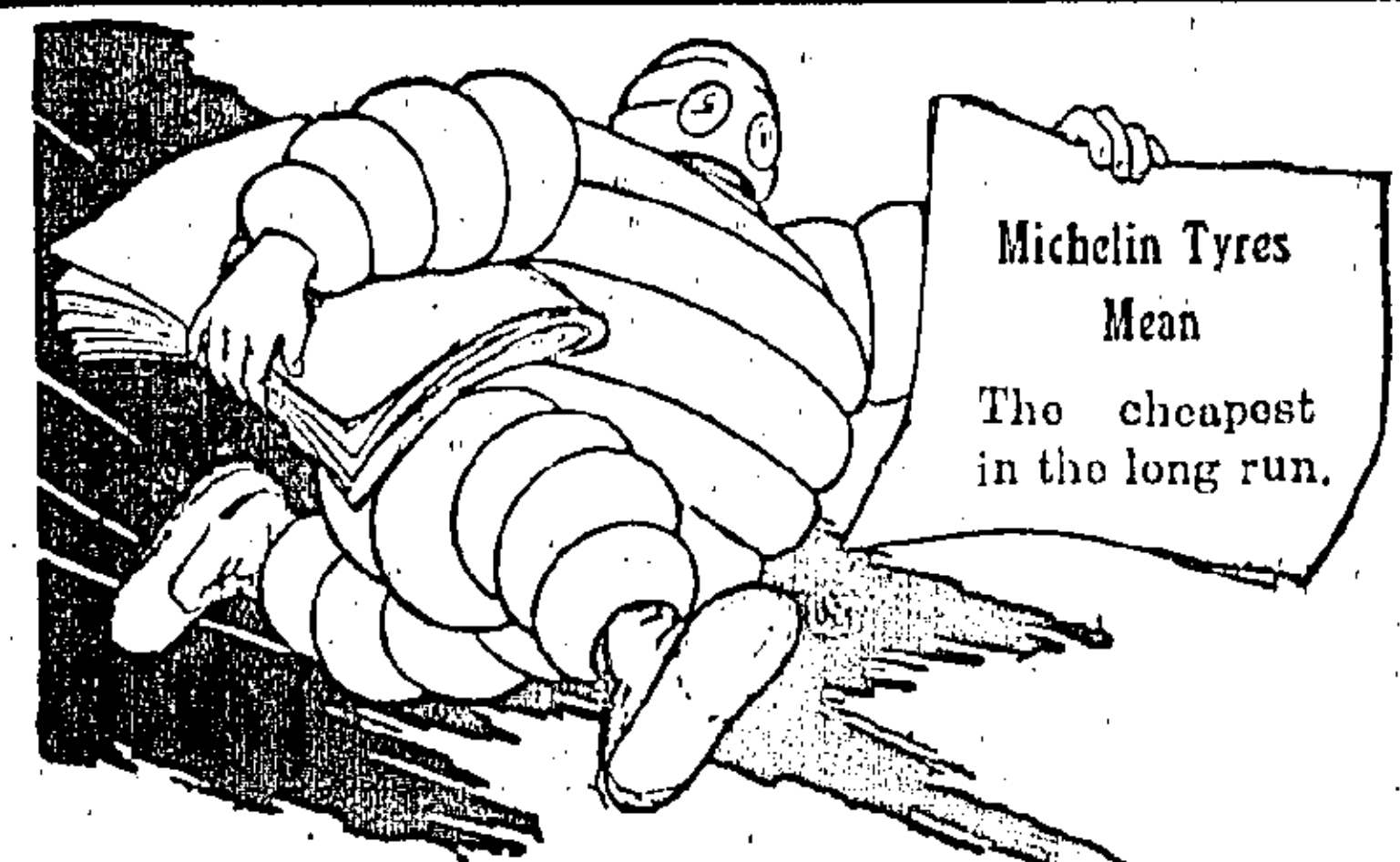
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MOTOR EXPORTS GAIN.

Great gains in the use of commercial vehicles abroad will be the feature of the motor export trade in 1927, predicts Walton Schmidt, field representative of the National Automobile Chamber of Commerce New York.

According to a report from Ganges, British Columbia, the wife of a Japanese fisherman, named Tasaka, has just given birth to a 23rd child, making 23 children in 25 years, 17 of whom are living. Tasaka had previously contracted four childless marriages.

WHY MOTOR RACING IS NECESSARY.

Real Trial only by Super-Strain.

What was the real purpose of Major H. O. D. Segrave, in building the "Mystery Z"? What mechanical problems does he intend to solve with this, the highest-powered, fastest automobile ever conceived? These questions, of interest to every motorist, are answered in the following story, written by the man who drove the car on its trial runs at Daytona Beach, U.S.A.

By Major H. O. D. Segrave.

New York, March 20th.—Theories and newly designed equipment that may revolutionize motordom will be thoroughly tested by the two-engined, thousand-horse-power racing car that I have designed and brought to America.

New devices for the automobile can be given a real trial only by subjecting them to super-strain. One such test is that of a tyre which will stretch at high speed. This, it is believed, will eliminate to a great degree the road shocks that come with high speed.

The tyres on my racer, the "Mystery Z," are covered with one-sixty-fourth of an inch of rubber. At 200 miles an hour the centrifugal force will stretch each tyre an inch and a half. We have brought 50 of these tyres with us.

There also is a new method of attaching tyres to the wheels that will be tried out when I race against time on the Florida beach.

Wind Wastes Power.

Wind resistance is another factor we are trying to cut down. At 200 miles per hour practically five hundred horse power, one-half the output of my car, is required to overcome wind resistance. This is a big factor in the development of the car of the future and manufacturers are aware of the horse-power wasted by poor body design.

If the car goes much faster than 200 miles an hour, I do not believe it will stay on the ground and if a strong gust of wind strikes it from the side it will shake me up considerably.

You will note that there is no windshield. Should I have a windshield and should it break while I was travelling at this speed, the pressure on my face would be equivalent to the pull of a 112-pound weight attached to the tip of my nose.

Vacuum brakes, a new development, are on this car. At 200

miles per hour with these super-brakes it will take me 2 miles to stop. With ordinary four-wheel brakes I should have to take five miles to stop.

New Alloy on Trial.

We have new alloys in the engine to be tested. An alloy that will stand up under vibrations at such a speed will last on an ordinary car for nearly 20 years.

The spokes in the wheels embody a new design that we hope will prove much more satisfactory than present day wire wheels.

The steering mechanism is another arrangement that will prove interesting. One can steer the car at 100 miles per hour with almost a thought and no matter what contour the road might take the front wheels tend to hug the ridge or top.

The car, costing well into \$100,000, is practically useless for anything but experimenting.

Compressed Air Starter.

The two engines eat up one and one-quarter gallons of special fuel every mile. It will take three and one-quarter miles to get going wide open. To make the test, about 6 miles in a straight stretch are required.

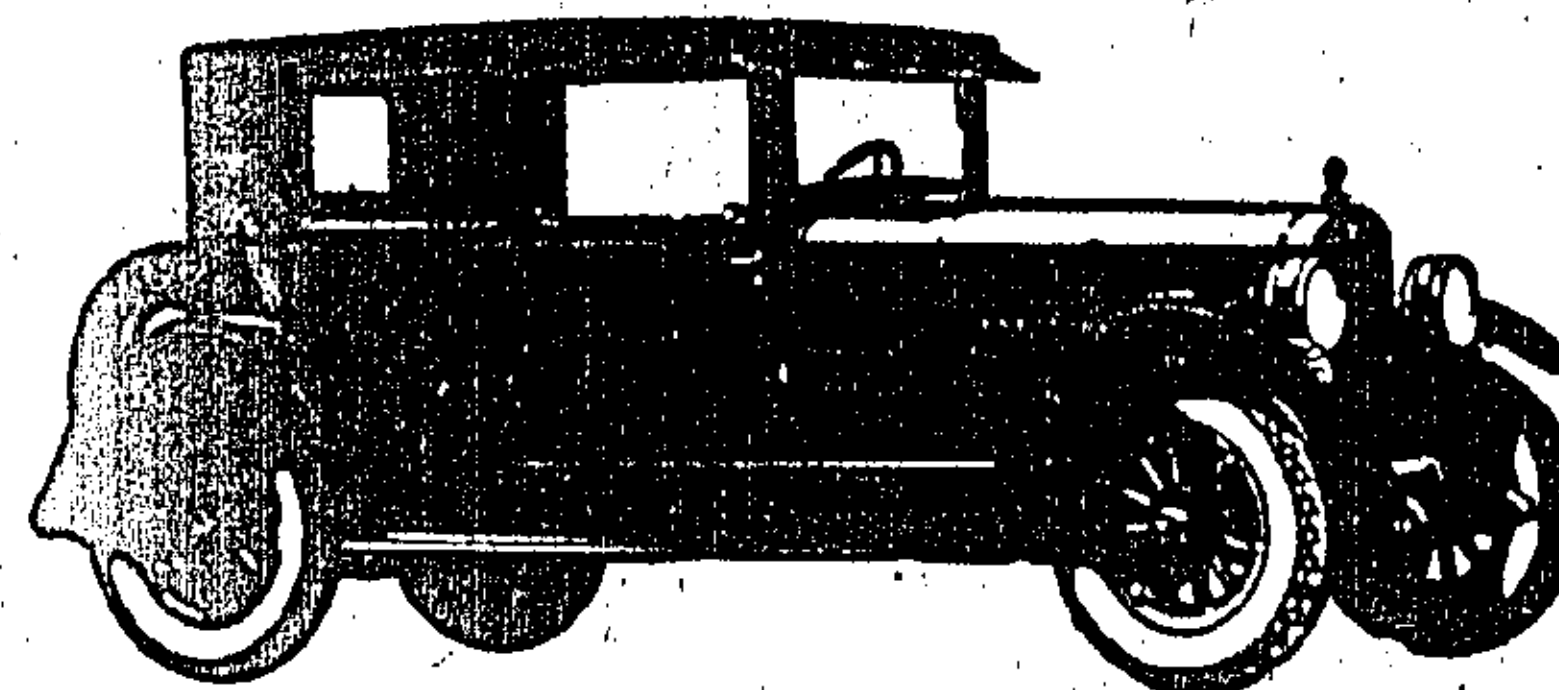
The car can run on 1 or 2 engines. The rear engine is first started up by means of compressed air fed from the cylinders, probably a forerunner of a compressed air starting mechanism for the car of the future. There are 4 magnetos on each engine and 2 spark plugs per cylinder. The front engine has one radiator while the rear engine over the rear axle requires two radiators.

There are 4 valves per cylinder. All are operated by overhead cam shafts, a well-groomed European principle and one slowly making inroads on American automobile manufacture.

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The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker, and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company, that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

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Touring	5-seater	G\$1,150
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Sedan	5-seater	G\$1,840
Roadster	2-seater	G\$1,850
Brougham	5-seater	G\$2,035
De Luxe Sedan	5-seater	G\$2,215
De Luxe Sedan	7-seater	G\$2,330

The above prices are for delivery at your door in Hongkong or Kowloon. All prices subject to change without notice.

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SPEED LIMIT TO GO.

Proposals in Britain's
New Bill.

COMPULSORY INSURANCE.

The Road Vehicles Bill, through which the Government proposes to bring up to date all existing Acts governing the use of the roads by mechanically propelled vehicles, has now been printed in final draft form, and will shortly be circulated for discussion among the public.

The Bill will provide for the total abolition of the speed limit of 20 miles an hour which now applies to all light motor vehicles. But it is proposed to retain a speed limit of 15 miles an hour for heavy vehicles, such as lorries, motor-coaches, and so forth.

At present these vehicles are supposed to conform to a limit of 12 miles an hour. Apart from the question of public safety, it is recognised that the most serious road damage is done by heavy solid-tyred vehicles travelling at too great a speed.

Instead of penalising drivers of light vehicles for the technical offence of exceeding 20 miles per hour, the Bill will, propose that reckless or too fast driving should be checked by the police in the following way.

Rear Lights for Cyclists.

A charge might be preferred against a motor driver either for

1. Driving to the public danger,

or

2. Driving at a speed excessive in the circumstances.

By introducing the second and new offence the Ministry of Transport seeks to meet the criticism that drivers will be at the mercy of a country policeman's opinion on what is a very serious charge.

COTTON USED IN TYRES.

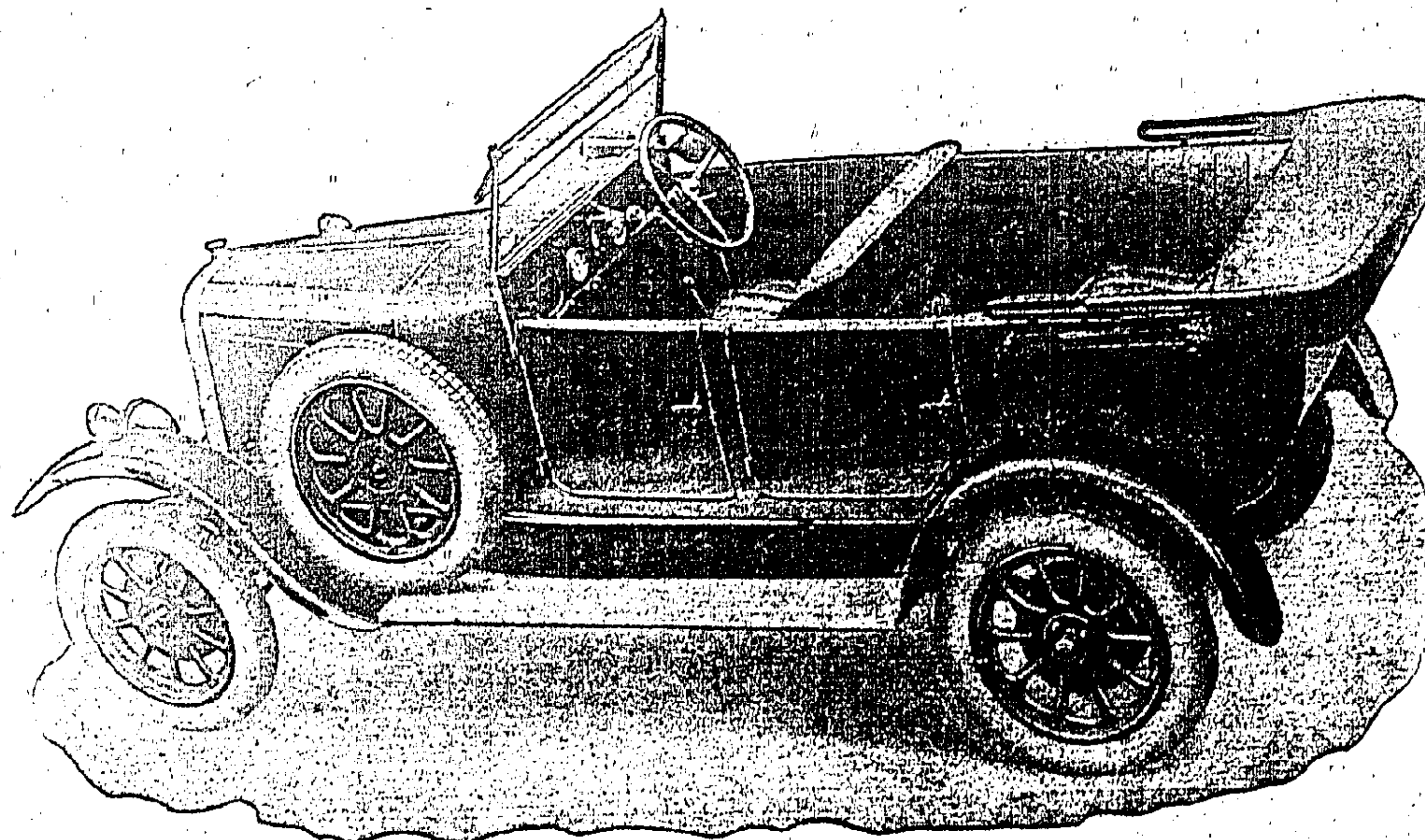
Rubber manufacturers estimate that 500,000,000 pounds of cotton were used by the tyre industry in the United States during 1926. Every tyre, whether cord or fabric, has a large amount of cotton in it. This cotton is of the best quality.

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THE CAR THAT HAS BEEN SPECIALLY SELECTED BY "ROOTES," THE GREAT DISTRIBUTORS, AS MOST SUITABLE FOR COLONIAL USE—



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EXCHANGE BUILDING

HINTS FOR THE MOTORIST

by
ALBERT L. CLOUGH

PRESSURE FUEL-FEED.

Feeding the carburetor with gasoline, by gravity, from an elevated tank—either the main tank, located under the seat or on the dash or an auxiliary tank under the hood, kept filled by suction from the rear located main tank, viz., the vacuum tank—has become so nearly universal that other methods of supplying fuel to it have been almost forgotten.

THE AIR PRESSURE METHOD.

Nevertheless, the pressure fuel-feed system, which was not uncommon before the introduction of the vacuum system, is still in use, embodying an engine driven air-pump, which maintains a constant air-pressure upon the gasoline line in the main tank, thus forcing it up to the carburetor as required.

DIRECT PUMP FEED.

There has recently been brought out a distinctly different method of pressure gasoline-feed or more properly, a pump feed system, designed to raise fuel from the rear tank to the carburetor and to pump it direct into the carburetor, under suitably regulated pressure. There is no auxiliary tank and no storage of fuel under the hood, nor is gravity relied upon in any way.

AN ELECTRICALLY DRIVEN GASOLINE PUMP.

The force-feed unit is a compact, electro-magnetically operated impulse-pump, of bellows type, connectable into the gasoline draftline at any point, with delivery direct to the carburetor. Current from the battery, thrown on and off with the ignition-

switch, energizing the electro-magnet windings, through a pair of make-and-break contacts, causes a vibratory movement of the pump bellows, which results in the to-and-fro movement corresponding to suction and delivery strokes of pump action. Pumping automatically stops, when the carburetor is full and the float-valve closes, and re-starts when the float-valve opens with falling fuel level.

ALLEGED ADVANTAGES.

This method of fuel feed can be installed upon all battery-equipped cars. Among advantages claimed for it are: Uniform head of gasoline at carburetor at all times, attainment of normal fuel level before engine is cranked and elimination of fire risk due to presence of stored fuel under the hood.

CLICKING AND RUMBLING NOISES.

Question.—When I engage the clutch of my car suddenly, and when the brakes are applied violently, I hear a sharp click, which seems to come from the rear end. Furthermore, when a corner is being turned sharply at moderate speed there is a rumbling sound like marbles rolling on a floor. What are the probable causes of these noises?

Answer: In all probability the clicking sound results from a slight rotational slip of one or both of the rear wheels on their axle-ends and this should be remedied by a secure tightening of the wheels on their tapers, by drawing up on the axle nuts. Occasionally, too, a click is produced by lost motion in the universal joints, due to wear from the differential-gears, which operate at high speed only when a sharp curve is being negotiated. If you have plenty of the right quality of lubricant in the rear-axle housing this noise presumably signifies nothing serious and quite likely it will become less noticeable, as the gears of this relatively new car, wear in.

A ROARING NOISE.

Question.—At speeds above 24 m.p.h. my car makes a pronounced roaring noise and vibration, which seem to come from away up forward. Factory representatives of this make have vainly sought the cause of it. Can you suggest anything?

Answer: There is not much hope that we can locate this noise by "absent treatment" when others have been unsuccessful, on the ground, but we suggest that you try running the car with the fanbelt entirely removed, long enough to see whether there is any difference. A loose fan blade, a difference of inclination among the blades or some lack of balance, sometimes causes a roaring sound. Some internal part of the muffler, in a loose condition, is a common cause of roars. Are you sure that there is no part of the car, which is loose enough so that it is free to shake, in resonance with engine vibration? You better inspect all sheet metal or other relatively light parts and see that there is no possibility of anything of this kind.

BUS PREACHES SAFETY.

A New York coach company operates a "safety" bus along its route. The bus is painted a brilliant green and white and is decorated with safety mottoes. On the front, near the top, are the illuminated words, "Bound for Safety."

WILLYS-KNIGHT.

Representative Visits Hongkong.

Mr. A. C. Aubry, Sales Representative of The John N. Willys Export Corporation of Toledo, Ohio, visited Hongkong from April 6th to 10th in the interest of Overland and Willys-Knight Motor Cars. Hongkong and South China distributors of these products are Gilman & Co., Ltd. of this city.

The Overland Whippet since its introduction in Hongkong several months ago by Gilman & Co. has won a definite position in the South China motor trade and it is anticipated that the coming season will find a greatly increased number of these popular light cars in use here.

Mr. Aubry pointed out, that while the Whippet has gained a wide popularity in the Orient generally, it is particularly adapted to Hongkong and South China conditions, due to its light weight, and fuel economy, with new standards of power and flexibility for light cars. While petrol consumption varies somewhat with physical and traffic conditions, the Overland Whippet is said to maintain a world average of 35 miles per Imperial gallon, according to statistics now available, without any sacrifice of direct gear pulling ability, an important factor in hilly districts. The Whippet is equipped with fully enclosed mechanical four-wheel brakes, adding a factor of safety not present in light cars of previous designs.

In addition to the Whippet, Willys-Overland Co. have recently released an entirely new model Willys-Knight, superseding the four-cylindered Willys-Knight which has long been popular in Hongkong. The new Model 70 Willys-Knight is of 6-cylinder, sleeve valve construction, with balanced crankshaft held in seven main bearings, as opposed to the five bearing crankshaft principle employed in older types of design.

The new Willys-Knight, according to Mr. Aubry, possesses features of smoothness, power, speed and general stamina never before available in this price class, and it is to be expected that Hongkong motorists will be keenly interested in the new Willys-Knight models soon to be received by Gilman & Co.

Emphasising the importance of local service station facilities, Mr. Aubry stated that Gilman & Co. maintain a comprehensive stock of essential spare parts and are ideally equipped through garage facilities in Kowloon to render prompt and efficient service facilities to local owners. Stocks of Whippet 4 and 6 cylinder cars and of Willys-Knight six cylinder models are to arrive here at an early date.

HIGH THEFT INSURANCE.

The new auto theft insurance rates which have gone into effect in Chicago are from 10 to 50 per cent. higher than those of the previous year. Insurance officials say that the new rates are due to motorists' carelessness in failing to take proper measures to prevent thefts.

JOIN



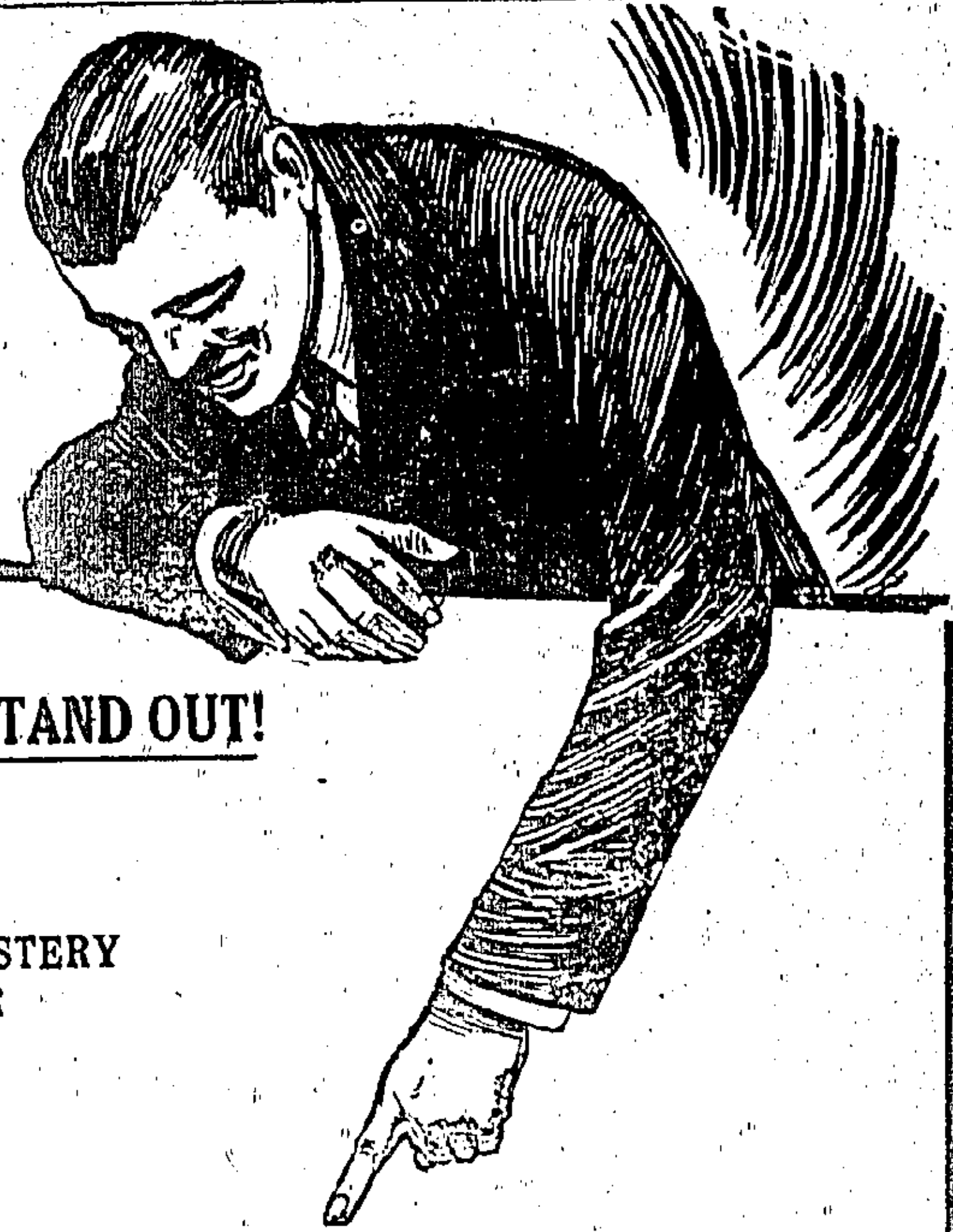
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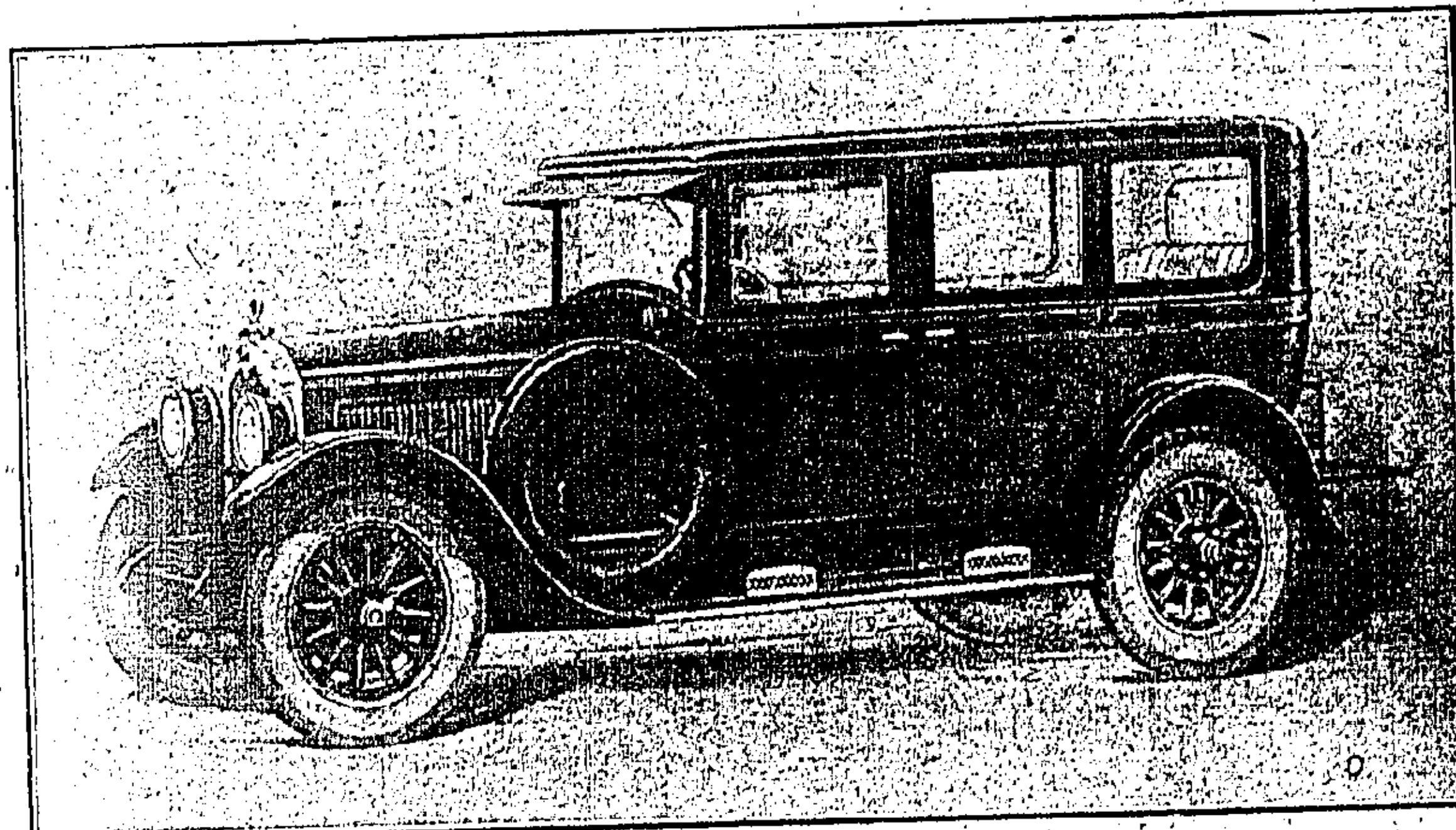
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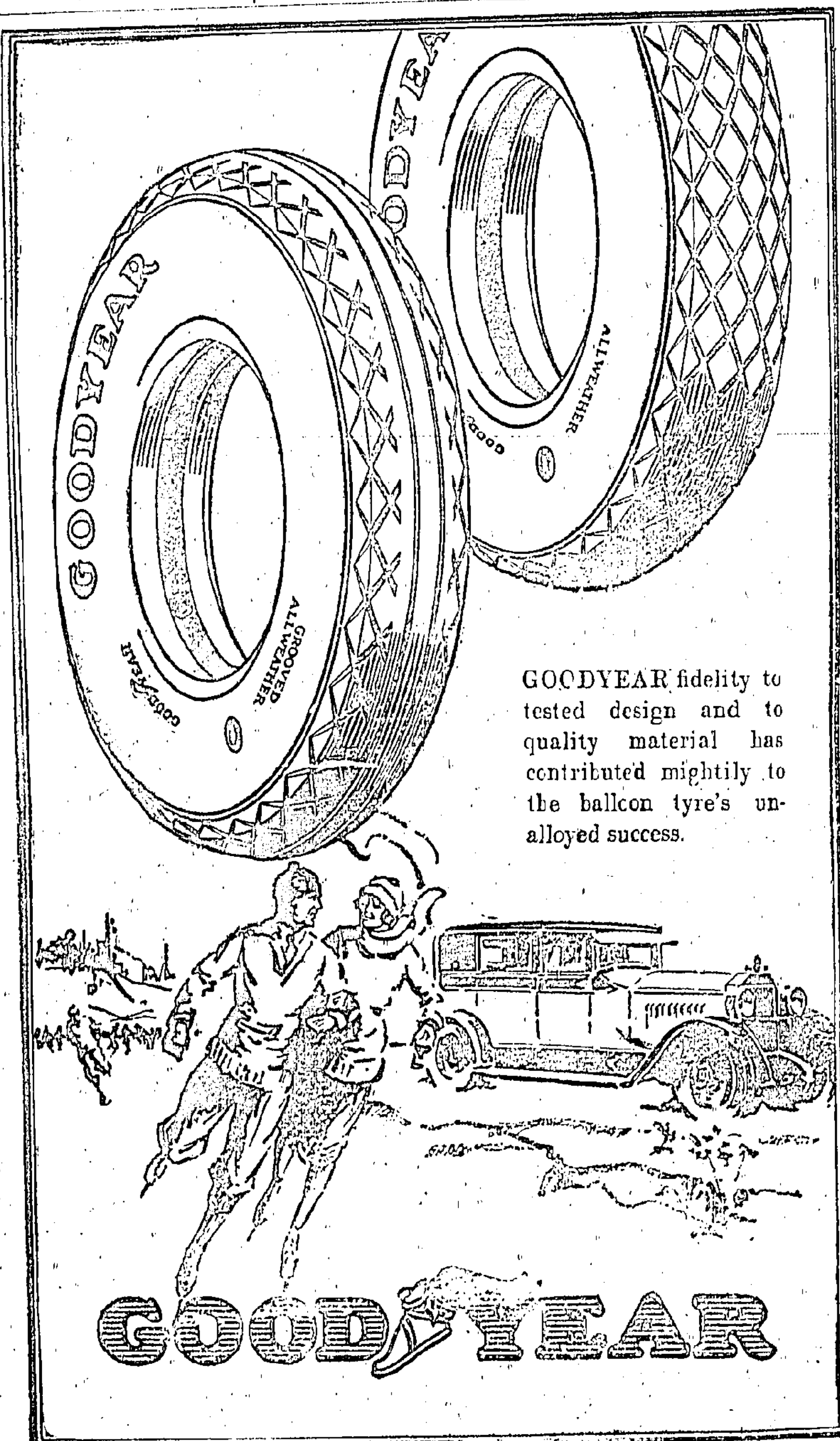
Then your car will appeal to your sense of good taste. There is a youthful smartness in the profile of this famous motor car which never grows tiresome, no matter how many Buicks you see.

And you see Buicks wherever you go—bought by people who value finer performance as well as princely beauty. Buick to-day is a mechanical masterpiece, with an engine literally vibrationless beyond belief.

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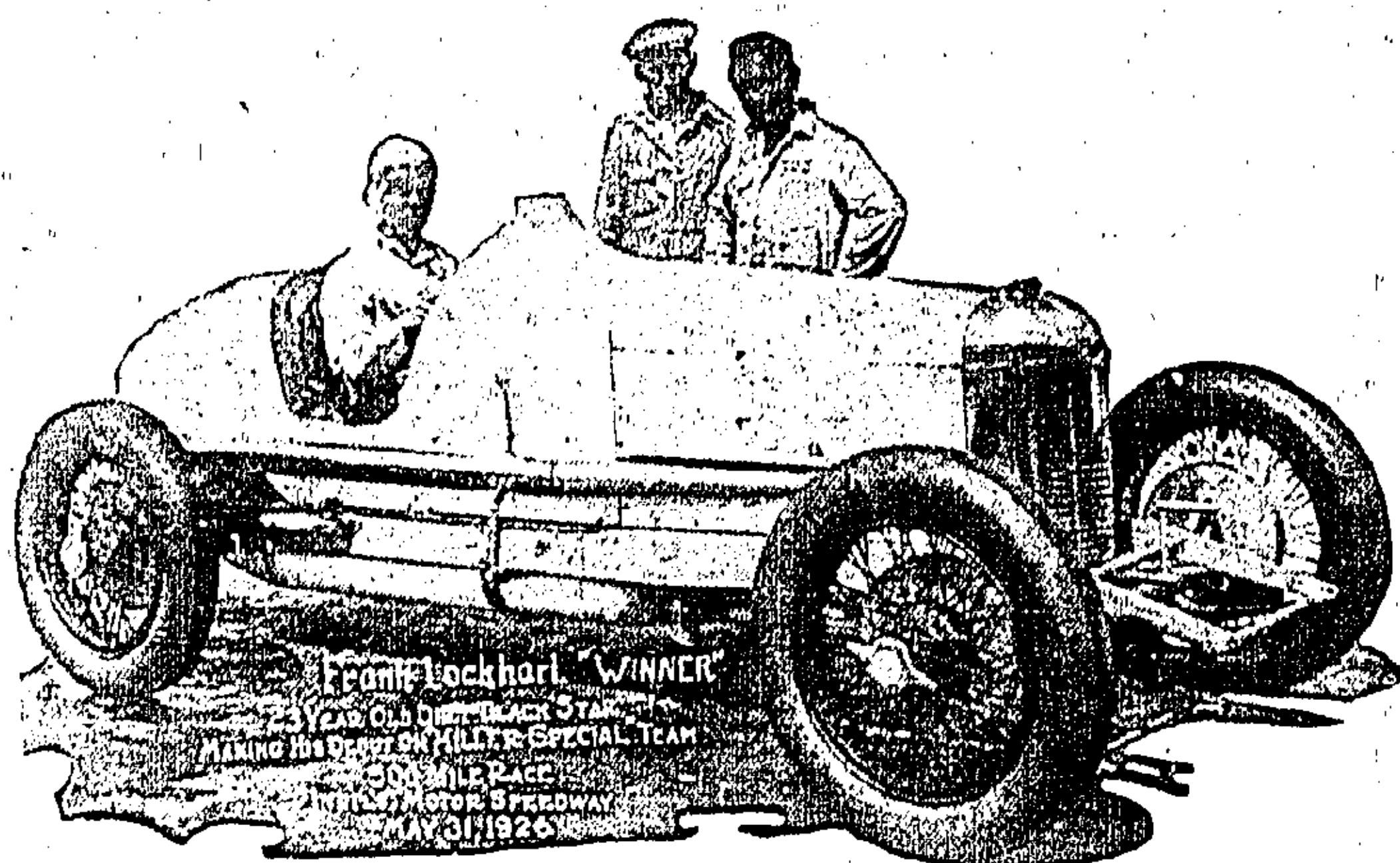
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FACTS ABOUT MOTOR RACING IN THE U.S.A.



There are three types of automobile tracks in America. There are the mile and half-mile dirt tracks, the board speedways and the Indianapolis speedway. The latter is built of brick, is two and a half miles around and is unique in that it holds only one race each year—the 500-mile international sweepstakes. Races on board speedways vary from 10 miles to 300 miles. In order to attain high speed the board tracks are banked to as much as forty-nine degrees on the turns. The day before any big race qualifying trials are held for position. The one making the fastest time gets the pole position, others following in the order of their qualification speed. On board tracks one lap is used for qualification and at Indianapolis four laps. The qualifying record

at Indianapolis is held by Peter de Paolo—113.285 miles an hour made in 1925 trials. Bennett Hill holds the record for board tracks—146.7 miles an hour made at Atlantic City, 1926. Because of their construction, board tracks are immeasurably faster than the brick Indianapolis course. Peter de Paolo also holds the 500-mile course record at Indianapolis—101.13 miles an hour. Racing-car structure and racing practice are vastly different today from a few years ago. One-man cars came into vogue at Indianapolis in 1923. Several years ago racing cars were huge affairs, with huge motors. Engines in the majority of racing cars today are less than a fifth as large as the motor in the old Marmon which won the first Indianapolis 500-mile race. Racing cars are not equipped

with fans. The speed at which a racing car travels not only makes a fan useless, but an actual impediment. Racing motors are not burdened with self-starters either, as they are supposed to be started only once for a race.

Barring an accident or a pit stop, there is little need for brakes on American tracks. But in road racing, such as is done in Europe and other countries, they are absolutely necessary. Wire wheels used for racing are the same construction as those used on passenger cars. The matter of springs on racing cars is highly important. They can't be too long or too short. They can't have too much resiliency or too little. An important adjunct to the springs is shock absorbers.

It is really the tyres on a racing car which come in for the greater part of the shock of rough going. They are part of the unsprung weight of the car, that is, they have no springs to take up the shock for them, but must rely on their own strength and elasticity. Balloon tyres have been used in the Indianapolis races for two years. With an inflation about the same as that recommended for touring use, they have made riding easier and have helped increase the speed of the cars by aiding in holding them down to the track. They must bear the brunt of all shock transmitted to the car. They act as the springs for the unsprung weight. The winner of the Indianapolis race last year did not change a single tyre during the race, neither did the majority of participants. The tyres used are much like the tyres used on passenger cars. There is little doubt that the experience gained in tyre construction through racing has enabled the manufacturers supplying these tyres in the past to build a better tyre for everyday use.

Pits play an important part in the races of today. They are inclosures built along the inside of the track, there being one for each racer. The pit is the supply depot for all fuel and repairs during the race. In it are stored extra wheels and tyres; a supply of gasoline and oil; spare parts, spark plugs, tools, etc. From the pits information such as, stopping, position of cars ahead, etc. are given to drivers by means of flags, usually by code system. By a similar means the driver indicates to his pit the round before he intends to stop what he requires. Many seconds are saved in this way and sometimes a few seconds means the winning of a race.

On May 10, 1926 the American Automobile Association put into effect its ruling that the piston displacement on racing cars should be reduced from 122 cubic inches to 91.5 cubic inches, or approximately one-half the displacement of a Ford engine.

Listed below are all the important races held during the past year in the U.S.A., the name of the winner of each race, the make of car he drove and the speed attained.

Miami.
February 22-250 mile race, winner Peter DePaolo. Duosenborg car, speed 129.29 MPH, world's record.

Culver City.
March 21-250 mile race, winner Bonnie Hill. Miller Special car, speed 131.30 MPH, non stop, new world's record.

Atlantic City.
May 1-300 mile race, winner Harry Hartz. Miller Special, speed 134.1 MPH, new world's record.

Charlotte.
May 10-250 mile race, winner Earl Dovere. Miller Special, speed 120.8 MPH, non stop race.

Indianapolis.
May 31-500 mile race, winner Frank Lockhart, Miller special. Race stopped 402 1/2 miles because of rain; also stopped at 175 miles for 50 minutes because of rain. Average speed 95.885 MPH.

Altoona.
June 12-250 miles, winner Dave Lewis. Miller Special, speed 112.43 MPH.

Salem.
July 5-two races; one 50 mile race and one 200 mile race. Peter DePaolo won the 50 mile race, average speed 128.34 MPH. Cooper won the 200 mile race, speed 116.58 MPH. No records broken.

Atlantic City.
July 17-four races. First 60 mile race won by Harry Hartz. Miller Special, speed 128.66 MPH. Second 60 mile race won by Norman Batten. Miller Special, speed 122 MPH. Third 60 mile race won by Fred Comer. Miller Special, speed 124 MPH. 120 mile race won by Harry Hartz. Miller Special speed 123.41 MPH.

Charlotte.
August 23-four races. First 25 mile race won by Cooper. Miller Special, speed 128.9 MPH. This is a track record for 9 1/4 cubic inch motors.

Second 25 mile race won by Dave Lewis. Miller Special, speed 125.2 MPH.

50 Mile race won by Frank Lockhart. Miller Special, speed 122.55 MPH. Track record for 9 1/4 cubic inch motors.

150 mile race won by Lockhart. Miller Special, speed 120.878 MPH. World's record for 9 1/4 cubic inch motors.

Detroit.
September 11-100 mile dirt track race, winner Frank Lockhart. Miller Special. Speed 73.6 MPH, record for 9 1/4 inch cars in events of this distance.

Altoona.
September 18-250 mile race. winner Frank Lockhart, average speed 116.56 MPH, car-Miller.

Fresno.
October 2-two 25 mile races and one 50 mile race. DePaolo won first 25 mile race, average speed 98.35 MPH. Bennett Hill won second 25 mile race, average speed 106 MPH. Lockhart won 50 mile race, average speed 100.8 MPH. Hill second; DePaolo third; Lewis fourth.

Lewis changed right rear tyre at 46 miles account of puncture. This was the only tyre changed in competition.

Salem.
October 12-three races, 25; 25; and 200 mile races. First 25 mile race won by Hill, average speed 130.057 MPH. Second 24 mile race won by Durey, average speed 130.393 MPH. 200 mile race won by Hartz, average speed 123.042 MPH, world record for 9 1/4 inch cars.

Charlotte.
November 11-Four races: two 25; one 50; and one 100 mile race.

First 25 won by Lockhart. Miller, average speed 132.5 MPH. Second 25 won by Lewis. Miller, Front Drive, average speed 127.11 MPH. 50 mile race won by Harry Hartz. Miller, average speed 129.35 MPH. 100 mile won by Durey. Miller, Front Drive, average speed 122.04.

The first 25 and the 50 mile events are new world's records. It is most remarkable that all the above races were won by cars equipped with Fire-stone Tyres.

BACK-SEAT CHAUFFEURS.

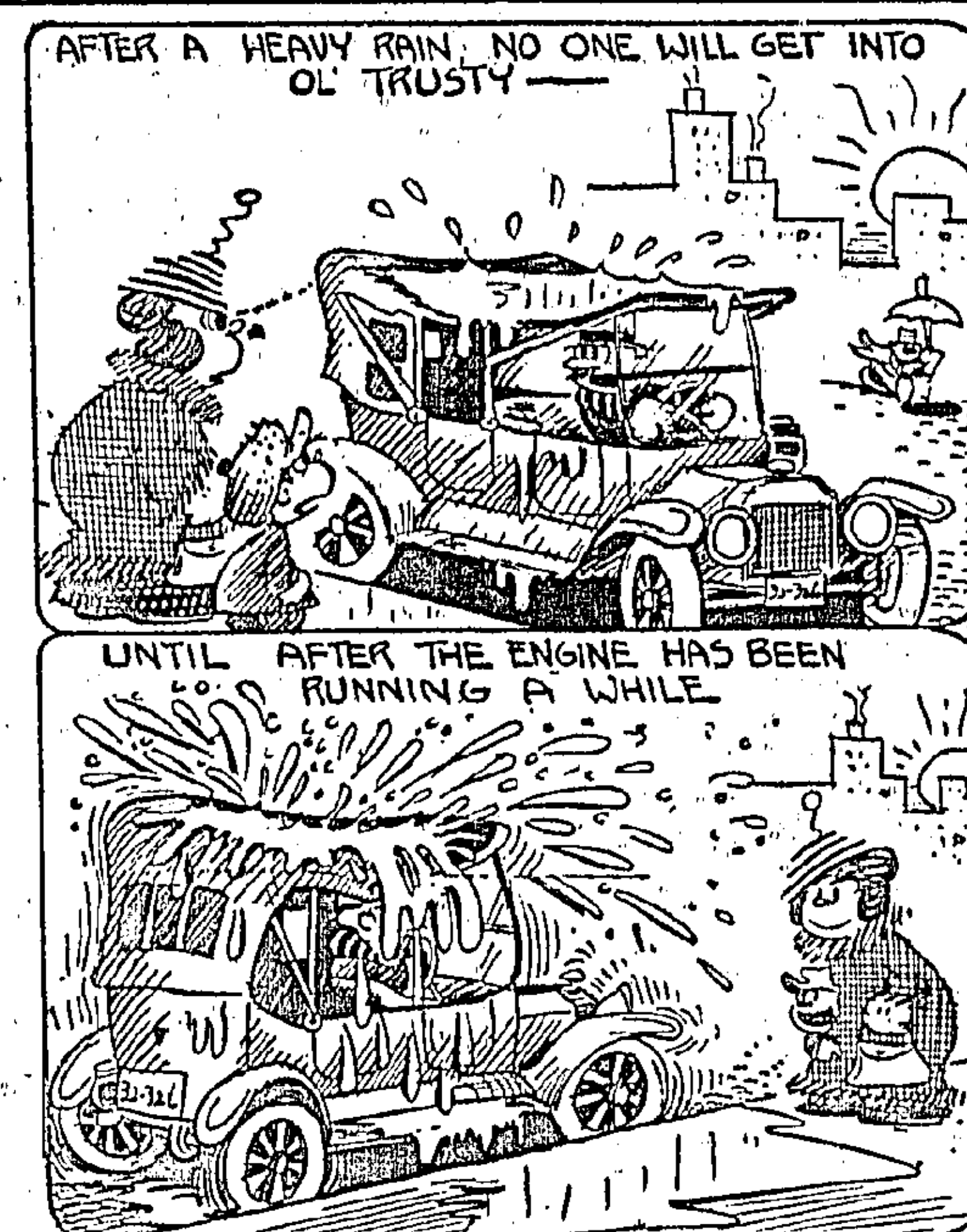
A "back-seat chauffeur," according to Dorothy Dix, a popular American journalist, is a person (man or woman, usually wife of the car owner) who occupies a rear seat and is for ever instructing the driver how to act.

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Europe Inspired It—Studebaker Built It Paris Approves It—China Acclaims It Now All Hongkong Can See It

At the 20th International Motor Exhibition at the Grand Palais in Paris, Europe saw the Erskine Six for the first time. Over night it was acclaimed the hit of the Paris Show!

The press called it the "Clou du Salon!" The man in the street and the man of affairs—designers of cars and designers of the Paris mode—everybody declared the Erskine Six to be the outstanding triumph of the exhibition—excelling Europe in its own type of car. The Parisian triumph was repeated at the Olympia Show in London.

Acclaimed at New York Show

Its reception at the New York Automobile Show was the most triumphant of all. American motorists at this great exhibition voted it the newest of all new things in motordom. They heralded the Erskine Six as the beginning of a new day in motor car design.

It is economical in original cost and in upkeep. But don't look for any signs of economy in its appearance—because Dietrich, master builder of special-built bodies, designed it.

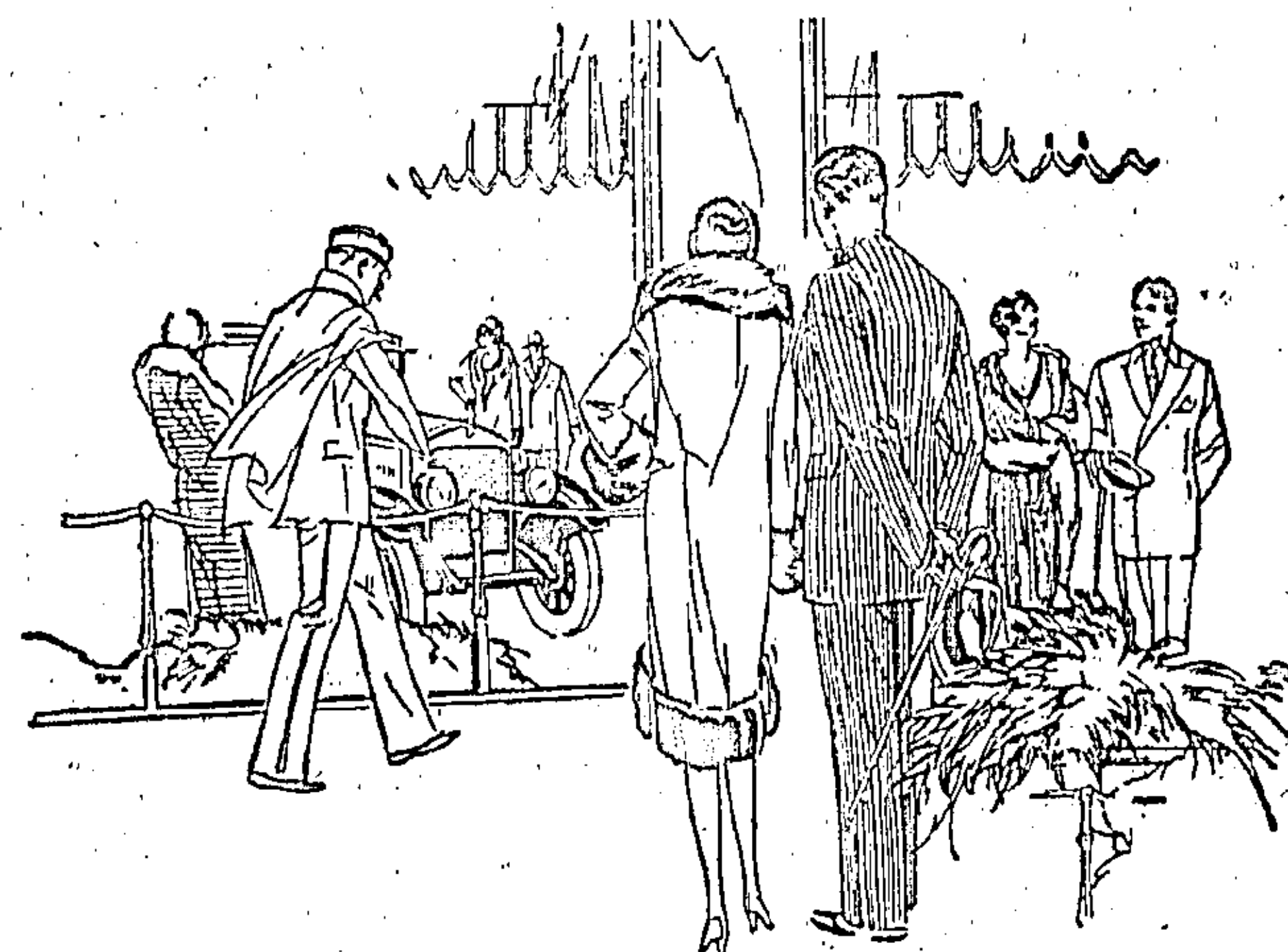
And don't be afraid that economy has impaired the quality—because Studebaker built it!

The Erskine Six is a newcomer as a car, but it's built and backed by an old-timer in the industry and has been perfected by extreme road tests on Studebaker's million dollar proving ground!

The Erskine Six Custom Sedan is only 5 feet 7 1/2 inches in height—yet it affords ample clearance for Madame's chapeau.

Wherever you look at this low-slung wide-windowed, full-vision steel body, you will find visible evidence of the creative genius which is Dietrich!

Outside, the close-hauled beauty of the Paris mode—and inside, the relaxation and comforts of home!



And what a car to get about in! Nimble enough to turn in an 18-foot radius—powerful enough to take an 11% grade without shifting gears—fast enough to skim over the highway at 60 miles per hour—and smart enough to be an ornament as well as an automobile.

Low Operating Cost

Gives 30 to 35 miles to the Imperial gallon—on the road, as well as on paper—and accelerates from 5 to 25 miles in 8 1/2 seconds, in fact, as well as in figures!

Powered with a six-cylinder engine of the L-head type—mounted on semi-elliptic springs with a base equal to 82% of the wheelbase—equipped with

four-wheel brakes—upholstered and appointed for big car comfort and convenience in small car space.

And for service, you get the sponsorship of Studebaker.

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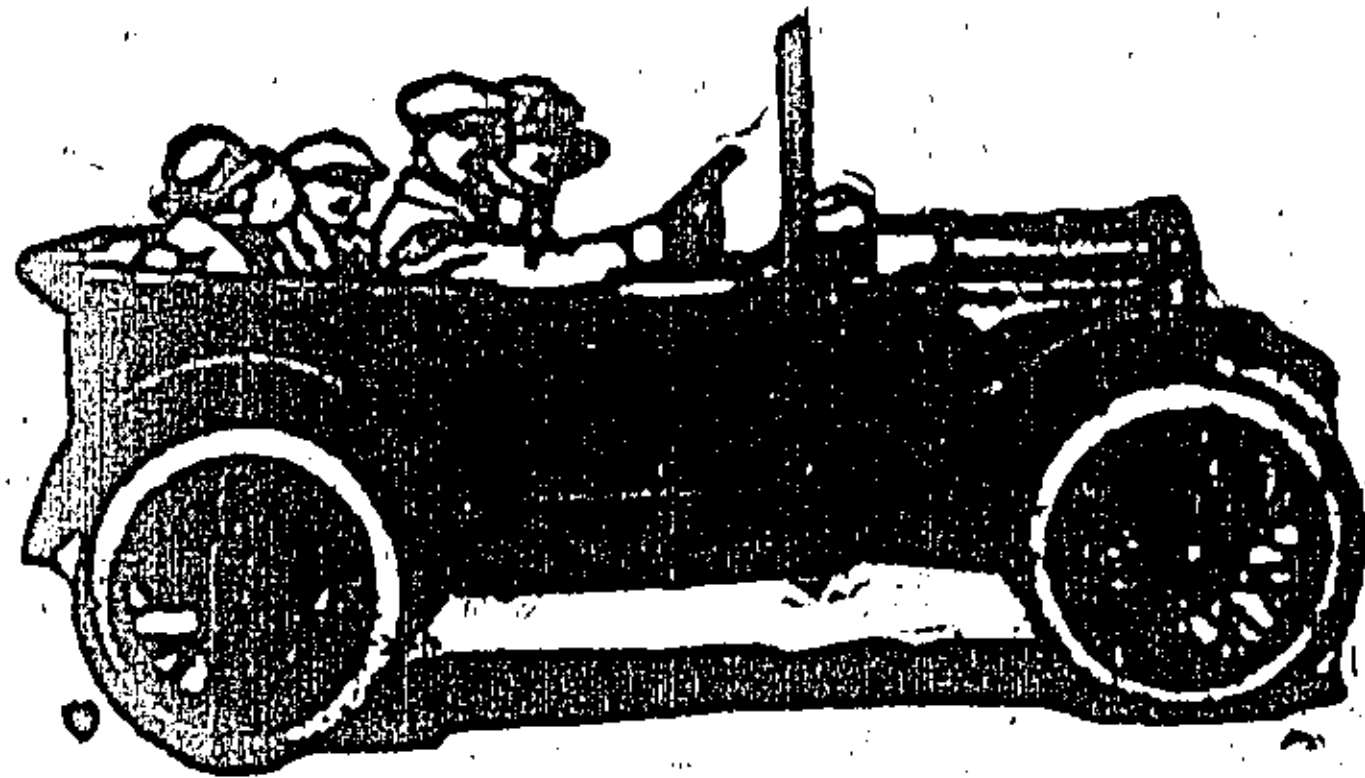
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MOTOR FIRE SERVICES.

Inadequate Breaking and Wheel-Locks.

THE REMEDY.

(By H. Massac Buist in the Observer.)

Half-a-generation ago considerable attention was given at frequent intervals in these columns to the advantages of replacing horse traction by liquid fuel internal combustion-engined chassis for the motor fire services of the big cities of this country. To that end I even made a study in America of fire-fighting equipment, particularly in regard to manoeuvring in small space.

To-day nearly all our fire-engines are motor propelled and operated. But it seems to have escaped notice that the chassis of most types in general use are out of date in two particulars, one of which involves a very bad method of driving.

When next the reader hears the fire-bell ring, if he will make a point of watching how the motor-driven fire-engine, or fire-escape, takes the first right-angle corner in its course, he will see that the method is precisely akin to that of very bad drivers of small and large passenger cars and commercial motor vehicles, against which it is urgent that a campaign should be initiated. Prior to taking a corner the comparatively long wheelbase fire-fighting machine is put across well on to the wrong side of the road, then is swung round generally with a certain amount of intentional rear-skidding, that the driver may get the long chassis round the corner by the wheel describing the smallest arc possible. Therefore, as to the bulk of the vehicle, it is on the wrong side of the road at the critical traffic point when it takes a corner, whether debouching a side into a main road, or from the other way about.

Problems of Manoeuvring.

The case of the driver of the fire-engine differs from that of the driver of an ordinary motor vehicle, in that the former is more or less compelled to use this dangerous method, whereas the latter does so merely from selfishness, carelessness, indifference, or ignorance. Unquestionably, the majority of our fire-fighting appliances are not provided with adequate wheel-locks such as it is quite possible and easy to design merely by applying the lessons already learnt from racing, and by producing wheel-locks proportionately as ample as are provided in our standardised large passenger cars, such as, the "New Phantom" Rolls-Royce, the Daimler "Double Six," the eight-cylinder in-line engined Sunbeam, and so forth, and which are not necessarily the utmost possible.

Fire-engines are relatively machines for the speeds at which they must be driven and manoeuvred about towns, and in face of the fact that most of the chassis in use have rear-wheel brakes only. Therefore, apart from the necessity to provide ample wheel-locks, in an age of smoother road-surfaces, increased accelerating powers, and denser traffic, there is need to transmit braking effort through all four wheels.

This becomes the more necessary in that fighting fires in London, and in some of our other big cities, is a very much more difficult problem now than it was before the war, by reason of the increased height of new buildings. Therefore greater power is needed for pumping water to the top of them. More powerful machines require more ample chassis accommodation, including longer wheel-bases and wider tracks. Yet many of the thorough-fares to be negotiated by these vehicles remain as narrow as formerly.

Four-Wheel Steering.

In this connexion I do not see much use made in England of the principle which was demonstrated to me in New York in 1913, where buildings are much higher than any rising in London, and where many important streets are still extremely narrow one-track ways. The most powerful fire-engines the Americans have do deflect all four wheels manoeuvring, with the result that such huge machines can be taken round right-angle turns in extraordinarily narrow thorough-fares. That facility is easily available to designers of similar vehicles in this country, where we have the advantage of being

DODGE BROTHERS.

Good Export Record.

Dodge Brothers, Inc., surpassed all previous records in sales of passenger cars and trucks abroad last year with an increase in business of 14.9 per cent. over 1925, according to figures just announced.

Foreign demand for Dodge Brothers and Graham Brothers vehicles has now reached such proportions that nearly one-eighth of the company's entire output 331,764 cars and trucks in 1926 was shipped to buyers in all parts of the world. This increased demand has resulted in the extension of foreign dealers' activities into every country of the civilized world.

Dodge Brothers gain in export shipments is especially noteworthy when compared with the accomplishment of the industry as a whole last year. Preliminary estimates of the National Automobile Chamber of Commerce for 1926 show that 550,000 motor vehicles were exported from the United States. This is a gain of 5 per cent. over 1925. Dodge Brothers' final figures for 1926 show exports of Dodge Brothers passenger cars and Graham Brothers trucks totaling 39,016, which is a gain of 14.9 per cent. over the preceding twelve month period.

Exports of cars and trucks, excluding Canada, totaled 32,874, an increase of 7.6 per cent. over 1925. Exports to Canada totaled 6,142 vehicles, a gain of 81.8 per cent. over the previous year.

Graham Brothers, truck manufacturing division of Dodge Brothers, gained 191.9 per cent. in its Canadian business last year while exports, exclusive of Canada, gained 38.7 per cent.

From Alaska to Cape Horn; Spitzbergen to Cape Town and Siberia to India, Dodge Brothers cars are to be found in operation, oftentimes subjected to the hardest possible usage.

In the remote districts of Tibet, high up in the Himalaya Mountains, Dodge Brothers cars are carrying mail for the British Government twice a week. A sedan and two 3/4-ton commercial cars are traveling over a route 108 miles long. There is no road but a track has been marked out with white stones. This track passes over low peaks, undulating hills and unbridged rivers. Dodge Brothers cars are the first and only motor vehicles in Tibet.

able to produce the power from relatively much less bulky engines.

No further orders should be placed by our large cities for motor fire-engines and escapes unless they have properly compensated, mechanically assisted enclosed internal expanding brakes of large diameter to the front wheels and have much ampler wheel-locks. Then there need be no difficulty in getting any fire-fighting machine without swinging out and making the dangerous turns in question. Little, if any, extra cost is involved; merely the application of well-known principles.

A Hint to Bad Drivers.

In the meantime, let no drivers of private cars great or small, or of utility vehicles, make believe that they have any excuse for following the methods often rendered necessary when handling such unwieldy machines as the majority of our fire-fighting appliances.

Ordinary motor vehicles have adequate wheel-locks, and there is no question of compulsory hurry when corners fall to be negotiated. On the contrary, the sole concern should be to drive them in such a fashion that each machine is wholly on the right side of the road both when taking and immediately after having negotiated a corner.

Where a white line is set in the centre of the road at a corner approach, it should never be passed over. There is no occasion if the vehicle is handled properly. One should not take a curve or a corner, relying on the camber of the road to prevent side-slip outward. According to the weight of the vehicle, its centre of gravity, and the condition at the moment of the road surface, the speed should always be so regulated that there is never any possibility of skidding. If there is, then the machine is being badly driven at that moment. This remark also applies to taking a corner with the camber against you on your correct side of the road; stick to the lawful course and do not fear the slope. It is merely a matter of judging the speed accurately.



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CUBA BUILDS NEW ROAD.

Work has started on a highway to run the entire length of Cuba, about 700 miles. A contract for \$78,000,000 to complete the project is believed to be the largest highway contract ever awarded.

AUTO LICENSES REVOKED.

Four hundred and forty certificates of automobile registrations and licenses to drive were revoked or suspended during a period of two weeks by Charles A. Harriot, New York commissioner of motor vehicles.

DODGE BROTHERS PASSENGER CARS.

RoadsterG\$1,100
Special RoadsterG\$1,150
Rumble Seat Sport RoadsterG\$1,250
Touring (6-passenger)G\$1,125
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The Sport Touring (5)G\$1,210
Touring (7-passenger)G\$1,320
Special Touring (7)G\$1,370
CoupeG\$1,275
Special CoupeG\$1,325
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Express Body Truck completeG\$1,270
Canopy Body Truck completeG\$1,305
Screen Side Canopy TruckG\$1,320
Panel Side Canopy TruckG\$1,350

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	.....G\$1,170
Chassis with cab seat	.....G\$1,240
Chassis with complete cab	.....G\$1,305
Express Body Truck complete	.....G\$1,435
Canopy Body Truck complete	.....G\$1,530
Stake Body Truck complete	.....G\$1,565

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....G\$1,640
Chassis with Cab Seat	.....G\$1,705
Chassis with complete cab	.....G\$1,775
Express Body Truck complete	.....G\$2,020
Stake Body Truck complete	.....G\$2,065

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	.....G\$1,785
Chassis with cab seat	.....G\$1,850
Chassis with complete cab	.....G\$1,920
Farm Body Truck complete	.....G\$2,230
Stake Body Truck complete	.....G\$2,230
Hydraulic Hoist Dump Body Truck complete (1-1/2 cubic yard capacity)G\$2,595

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TouringG\$1,150
Coach (2-door)G\$1,200
Sedan (4-door)G\$1,250

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Touring (7-passenger)G\$1,600
Coach (6-passenger)G\$1,740
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Sedan (6-passenger)G\$2,215
Sedan (7-passenger)G\$2,330

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Phaeton (5-passenger)G\$2,750
Roadster (Rumble seat)G\$2,850
Sedan (5-passenger)G\$2,850

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

Touring (7-passenger)	.....G\$3,305
Coupe (4-passenger)	.....G\$3,300
Club Sedan (5-passenger)	.....G\$3,845
Sedan (7-passenger)	.....G\$3,420
Sedan Limousine (7-passenger)	.....G\$3,520

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336):

Phaeton (5-passenger)	.....G\$4,290
Roadster (Rumble seat)	.....G\$4,390
Sedan (5-passenger)	.....G\$5,410

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343):

Touring (7-passenger)	.....G\$4,555
Coupe (4-passenger)	.....G\$4,475
Club Sedan (5-passenger)G\$5,620
Sedan (7-passenger)G\$5,735
Sedan Limousine (7-passenger)G\$5,835

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PRINCE'S TUMBLE.

UNSEATED AT FIRST JUMP
IN STEEPLECHASE.

The Prince of Wales fell at the first jump at Holdenby, near Northampton, last month, in the race for his own Cup in the Army Point-to-Point Steeplechase, but was unhurt.

The Prince, on Ark Courtier, was leading with another rider. His horse was tripped by a hedge branch and he was thrown 15 yards clear of the "field."

The Prince seemed to slide along the ground for a short distance from the force of his fall. He then lay perfectly still with his arms over his head while the rest of the field galloped past. As soon as the danger of being jumped on by another horse was over, H.R.H. sprang up and tried to catch his horse, but for some little time was unsuccessful. He was seen to be smiling broadly and evidently took his mishap in high good humour. Ark Courtier started at 5 to 1.

The race was won by Mr. C. B. Harvey, 10th Royal Hussars, with Tiger. Captain E. Smith's Summer Bell, second, and Captain C. J. L. Speed's I like That, the favourite, third.

The incident recalls the general alarm expressed some time ago by the series of racing mishaps suffered by the Prince.

The Prince told the people who ran to help him that he was all right, and that he had suffered no injury. He is expected to ride his horse, Lady Doone, in the Belvoir Hunt Lightweight Point-to-Point Steeplechase at Barrowby, near Grantham, on Thursday.

Previous Mishaps.

The Prince has met with a number of accidents while riding, hunting, or competing in point-to-point races.

One of his most serious accidents occurred in March 1924, when he was within a fraction of being kicked to death. His horse, Little Favourite, lashed out wildly while the Prince was trying to extricate himself after having fallen, and the Prince was kicked on the face.

The accident happened at the Army point-to-point races at Arborfield Cross, near Reading. His Royal Highness's injuries consisted of slight concussion and abrasions on the nose and about the face generally.

A month before this he sustained a broken collarbone while galloping one of his hunters at Leighton Buzzard. In January 1926 he fractured his collarbone, while out with the Fernie hounds at Leicester.

November 1920—A fall over a gate near Norfolk. He remounted and rode on, none the worse.

December 1920—While riding with the Herefordshire Hunt his horse slipped on the frosty road and fell on its knees. Skillful horsemanship enabled him to fall sideways, and he was in the saddle again before anyone could go to his assistance.

March 1921—Took a toss at the second fence in the Grenadier Guards Point-to-Point Steeplechase near Banbury. The Prince was slightly injured on the nose and lip, but finished third in the race.

June 1921—Thrown while playing polo at Aldershot. Although slightly lamed, the Prince carried on, and scored goals for his side which won the match.

When Out East.

May 1922—At Manila, injured at polo. Had to be restrained from finishing game.

November 1922—Thrown while out with the Duke of Beaufort's Hunt near Malmesbury, Wilts. Rode home, although suffering from a sprained ankle, which necessitated use of crutches for some time.

December 1922—Thrown through his horse falling at a double jump in a race at Oxford University Buntingdon Club Point-to-Point Steeplechase at Garsington. The Prince was uninjured.

March 1923—Fall at Beaufort Hunt Point-to-Point races at Tetbury.

March 1923—Thrown into ditch while riding Prince Henry's horse at the Army Point-to-Point Races near Reading. Rescued his horse from drowning.

February 1924—Thrown while exercising a hunter at Leighton Buzzard. The Prince's collarbone was broken.

March 1924—Fall at Army Point-to-Point meeting at Arborfield Cross, and suffered slight concussion. He was taken away in ambulance, his face bleeding profusely.

October 1924—Fall while fox-hunting in Canada.

November 1925—Two falls on successive days with Whaddon Chase. Once landed in muddy ditch.

January 1926—Thrown while hunting with Fernie Hounds at Leicester. Collar-bone fractured.

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FAMOUS AIR PILOT IN COURT.

A CLAIM AND A COUNTER-CLAIM.

In the King's Bench Division, London, Captain Francis Thomas Courtney, Stafford Road, Wallington, the well-known air pilot, was defendant in an action in which the plaintiffs, Armstrong-Siddeley Motors (Ltd.), Coventry, claimed from him £247 for a motor car and other goods.

Defendant admitted the purchase of the car and that the amount claimed was due, but submitted that plaintiffs were indebted to him for a larger sum, for which he counter-claimed.

Lord Halsbury, K.C., representing Captain Courtney, stated that the answer to plaintiffs' claim was that, though it was correct that £247 was due to the firm, there were other things that had to be taken into consideration.

Captain Courtney said plaintiffs had sold a motor car belonging to him for £290. They had, he submitted, not credited him with that amount, and Captain Courtney claimed they could set that sum against the plaintiffs' claim. Captain Courtney also said that he was in the plaintiffs' employ, and that they dismissed him summarily, for which he was entitled to damages for wrongful dismissal.

Capt. Courtney also said he had been engaged by plaintiffs to do specific work for which he was entitled to extra pay, and that as the result of his (Captain Courtney's) introduction to purchasers goods were sold them for which Capt. Courtney was entitled to commission.

Won Race for King's Cup.

Capt. Courtney, said counsel, was a pilot with a world-wide reputation.

The plaintiffs had been desirous of putting a new aeroplane, called the Sinaia, on the market and they engaged Capt. Courtney to carry out test flying in the machine, for which he was to be paid £350.

Counsel went to say that in 1923 Capt. Courtney flew the plaintiffs' aeroplane in the race for the King's Cup. He was to be paid the usual fee of £30, and if he won the race he was to get £50 and one of the plaintiffs' 14 h.p. cars.

Capt. Courtney did win the race. The Glasgow Corporation offered £40 to the winner, and at a dinner celebration Mr. Siddeley announced that Capt. Courtney was to have this £40, but when it came to paying him, the plaintiffs took credit for the £40 from the Glasgow Corporation and only paid him £10.

They did give him the car, however, but the 14 h.p. car was later sold for £290, and Capt. Courtney secured the car that was now in dispute.

Indicating what Captain Courtney had done to maintain the reputation of the plaintiffs' firm, Lord Halsbury referred to the death of a Rumanian officer in February 1925, when flying a Siskin machine. This was not what was properly known as a crash, but the machine actually came to pieces in the air.

I am not suggesting for a moment, added Lord Halsbury, that this was the fault of the machine or the fault of the unfortunate fellow who was killed, but what I want to show is that Captain Courtney afterwards risked his own life to correct the effects of this accident had on the reputation of the plaintiffs' firm.

Lord Halsbury said that notwithstanding a letter he had in his pocket from the chief engineer saying that it was dangerous for him to do so, Capt. Courtney went down to Lympne and flew a Siskin machine on its back.

Captain Courtney was known for acrobatic flying, said counsel, and he went and flew this machine on its back, which imposed a greater strain upon it, to show its worth.

The body of the man found on January 12 in an excavation in the Boulevard Haussmann, Paris, which was believed to be that of an Englishman named Parker, has now been identified as that of an American named Mockley. It is suspected that Mockley was robbed and murdered.

MIXED GRILL

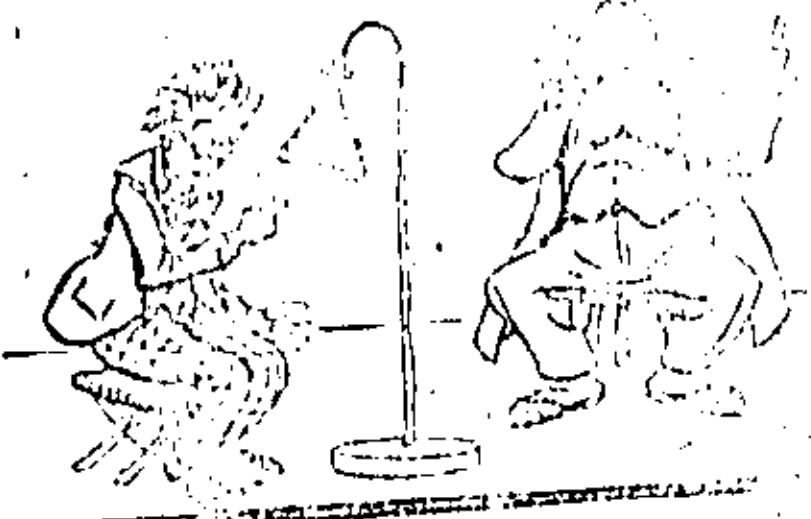
A Merry Miscellany
Ashley Sterne

I am sometimes inclined to think that the folks who create the Paris fashions must derive their ideas from going to bed too soon after a heavy lobster supper. In no other way can I account for the *bizarrie* of some of their notions. The latest is ladies' stockings on which are painted a portrait of their husband or fiancé. I cannot think, however, that there will ever be so much of a vogue for hosiery of this nature, as the features of so few husbands or fiancés are really suitable for decorative purposes; and no woman would wish to go about advertising the fact that her man's face was about as beautiful as the back of a cab. Moreover, there would be no little difficulty, in the case of the wife (or fiancé) of some fat-cheeked City alderman or plump-jowled stockbroker, to get all of the face on one stocking; and though this problem could be solved by painting half the face on one stocking and the remaining half on the other, a word or two of explanation would in justice to the man, have to be embroidered underneath. "For continuation, see left knee-cap" would make the matter clear, but would hardly contribute to the picturesqueness of the landscape.

One thing I know for certain. The fashion would never be adopted by American film-actresses. Even their long purses would never stand the strain of new stockings and new portraits every few weeks.

Quite a number of readers have written to me during the past few days, apropos of my last week's remarks on the famous Jugo-Czecho-Slovakian composer, Pjlk Smkif, all declaring that they have never heard of him before, and asking me to give some particulars of his career. I comply with their request with pleasure.

Pjlk Smkif (pronounced exactly as spelt) was born simultaneously in both Jugo-Slavakia and Czecho-Slavakia, in order to protect his copyrights in both countries, in the year 1890. He is now 37 years of age, and in 1924 will therefore be 55, if still alive. His father, Gphmk Smkif, was a fishmonger, and taught young Pjlk his first scales, the "doh" for which was provided by his mother, who worked in a bakery. He early displayed a remarkable aptitude for writing music, and was sent to be trained in Paris, where he studied composition at the Conservatoire and decomposition at the Morgue. He also



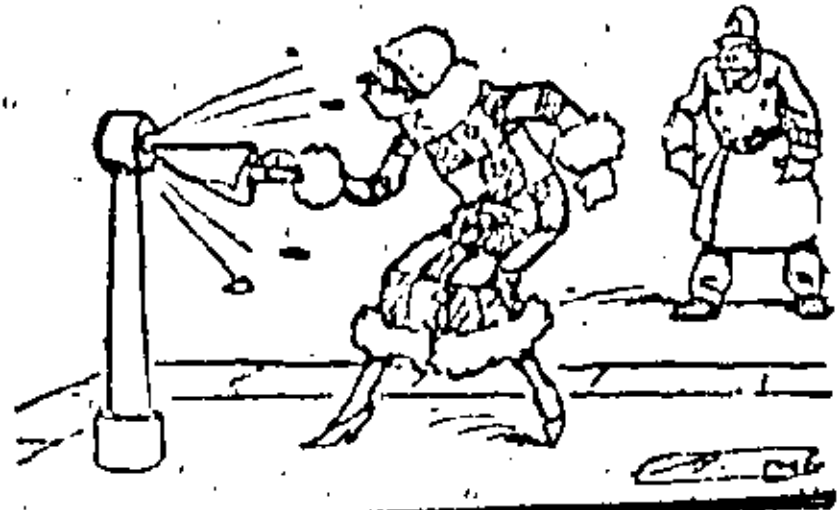
learnt to play the triangle under the expert tuition of Professor Isocelest, the Jew's harp under that of Professor Waters, of Babylon; and the portable harmonium under that of the late Uncle Bones, of Margato. His first composition was a symphonic poem entitled "Angels on horse-back," but as it turned out to be practically identical with Wagner's "Ride of the Valkyries," it has never yet been performed in public.

Another splendid instalment of this gripping life-story will appear next week.

Questions Which All The Social World is Asking.

Who the young nobleman was who got thrown out of the Fritz grill-room last Tuesday evening

for dropping a sardine in the Duchess of Bootle's beer-mug? Why the Hon. Mrs. Moldeigh Marthagh's hair turned henna in a single night? What occasioned Capt. Elbeaux-Liffier at the National Sporting Club, yesterday, to challenge Phil Scott to contest 150 rounds, spot barred, over six flights of hurdles, under Rugby rules, with Capablanca (conceding queen's bishop and a bisque) for the world's ping-pong championship? Whether the rufescence of Lady Ginnand-French's nose is really due to frost-bite? and—Whether the ladder which suddenly appeared in her stocking last Monday night was the true reason, as she alleged, for her



ringing the fire-alarm at the corner of Park Lane?

"However much our scientific knowledge may advance," says an eminent physicist, writing in a science journal, "I feel confident that there will always remain one problem—the origin of life—which will never be solved." But wait a moment please, Eminent Physicist:—

The problems of nature are solved one by one. It's patient, laborious toil. We know how the currant gets into the bun. And the sardine gets into the oil. We know why the sea and the sky are both blue. And why grass and greenhouses are not. And we know that the heat of the sun is all due to its being so frightfully hot. And thanks to the efforts of wise scientists we know why the neap-tides are low. And we're also aware that the atom consists of electrons which whizz to and fro. And we'll find out one day whether Mars's red glow is due to red air up aloft. But I very much fear that we never will know whether mermaids have hard soles or soft.

Londoners all, I feel sure, will be delighted to learn that the statue of Eros is shortly to be reinstalled in Piccadilly Circus. For many months the poor little fellow has been languishing in the Embankment Gardens, with nothing more important to discharge his arrows at than the L.C.C. trams and the electrical advertisements for tooth-paste and whisky—targets unworthy of his unfailing marksmanship. Piccadilly Circus has never been the same without him, and I, for one, shall rejoice to see him once again perched on his familiar plinth. He was for many years the landmark by which so many Freemasons, returning from their hectic labours at the Cafe Royal, steered their way home; and I shall never forget how, on the night he was removed, I saw the Grand Architect of the Knight-Tippler of Jerusalem kneeling on the pavement at the corner of Shaftesbury Avenue, anxiously calling upon the night-winds, to inform him whether the locality in which he was at the moment situated was Wandsworth Common or August Bank Holiday.

RIVER STEAMERS.

FATSHAN BROUGHT DOWN BY NAVAL RATINGS.

POLICE ACTION.

On the arrival of the Fatshan last evening at 7 p.m., it was learnt that the vessel had been brought down by Naval ratings from H. M. Ships at Canton, assisted by members of the King's Own Scottish Borderers.

All crews of the river vessels at Canton yesterday attempted to walk out in the morning, and while those of the Fatshan were successful in getting clear of the wharf, prompt Police action prevented the crews of other ships from following suit.

The crews of the Kwong boats and others were threatened with shooting by the Police should they attempt to desert and in consequence, all vessels sailed for Hong-kong, although rather late.

This morning's news is that the crew of the Fatshan have been rounded up and are being brought down to join their ship by a.s. Taishan arriving here this afternoon. The Fatshan will resume her place in the schedule as the night boat sailing at 2 a.m. on Monday morning.

HENRY FORD SUED.

JURY-WOMAN'S ACT VOIDS TRIAL.

Detroit, April 22. The Federal Court has declared a mis-trial in the million dollar libel suit brought against Mr. Henry Ford by Mr. Aaron Sapiro, a wealthy Chicago lawyer, on account of alleged anti-Jewish articles in Mr. Ford's weekly paper the *Dearborn Independent*, on the ground that it was impossible to proceed as a jury-woman had given an interview to a local paper.

The trial has been proceeding for several weeks at very great expense, and has aroused vast public interest, as it is thought that anti-Semitism played a large part in the *Dearborn Independent* suggesting that there existed a Jewish conspiracy to control agriculture in the United States.

The jury consisted of six men and six women, who were not connected with the Ku-klux-klan, nor were of Jewish race by blood or marriage. Mr. Ford's counsel, Senator Reed, a prospective candidate for the Presidency, was seized with severe pains in the abdomen and removed to Mr. Ford's hospital.—*Reuter's American Service.*

THE MEXICAN HORROR.

FEELINGS BADLY HARROWED.

Mexico City, April 22. The spectacle of sobbing men, shrieking women and wailing children alighting from the carriages completely overcame the crowds lining the platform, on arrival of the relief train bearing survivors of the terrible bandit train-outrage.

Men broke down and cried, and women fainted or became hysterical. One woman on learning that her husband was among those killed, shrieked and attempted to tear off her clothes and throw herself under the train. A young man alighted from a pullman car, with a maniacal laugh, and invited his friends to dance. It transpired that he was insane as a result of the tragedy, in which his wife and three children had been butchered.

Another man returned with only three girls out of a family of eleven. Altogether twenty children were massacred. Some bore gaping wounds similar to those caused by dum-dum bullets. Men in the crowd cried piteously at the sight of three children wrapped in blankets and covered with hideous burns.—*Reuter's American Service.*

HOSPITAL COMFORTS.

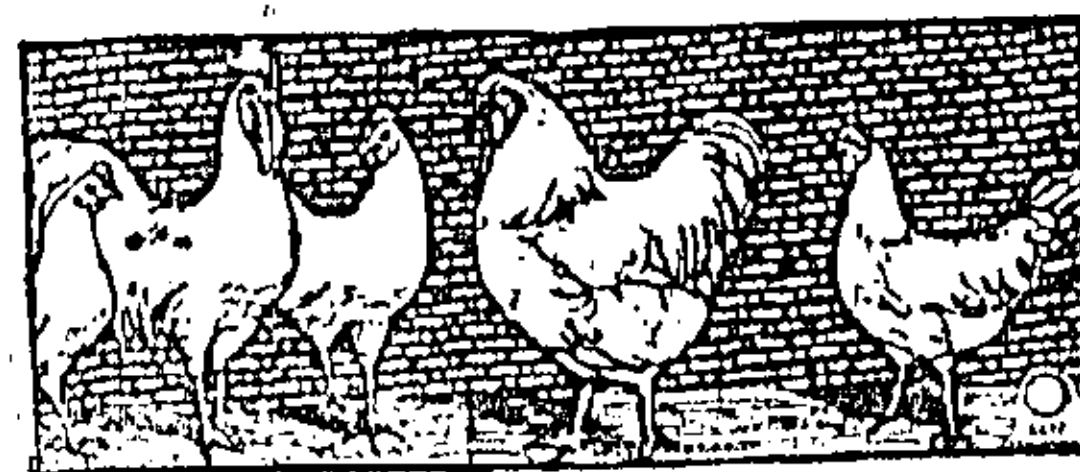
MORE CONTRIBUTIONS.

The Committee begs to acknowledge with thanks, contributions as below:

From the Diocesan Boys' School (on loan).—Four Tennis Posts, 2 Sets Football Posts, Two Tennis nets, Eighty eight forms, Ninety eight chairs, One Organ, Thirty Hymn Books and Prayer Books, and Kneelers. Per the Rev. W. T. Featherstone. Three dozen packs of playing cards, four sets of draughts, one set of Chess, six Footballs, six Tennis Racquets, one dozen Tennis balls, Illustrated Papers from a local Mess. Illustrated Papers from the Diocesan Boys' School, two Gramophones, one Gramophone on loan from Messrs. Moutries, Gramophone Records from Messrs. Moutries.

DAIRY FARM NEWS.

Now Available



FARM FED CAPONS & CHICKENS.

70 cents per lb. (dead weight.)

ASK FOR A COPY OF OUR STUFFING RECIPE

The Dairy Farm, Ice & Cold Storage Co., Ltd.



The first gramophone giving even response throughout its entire musical range.

NEW MODELS

JUST ARRIVED

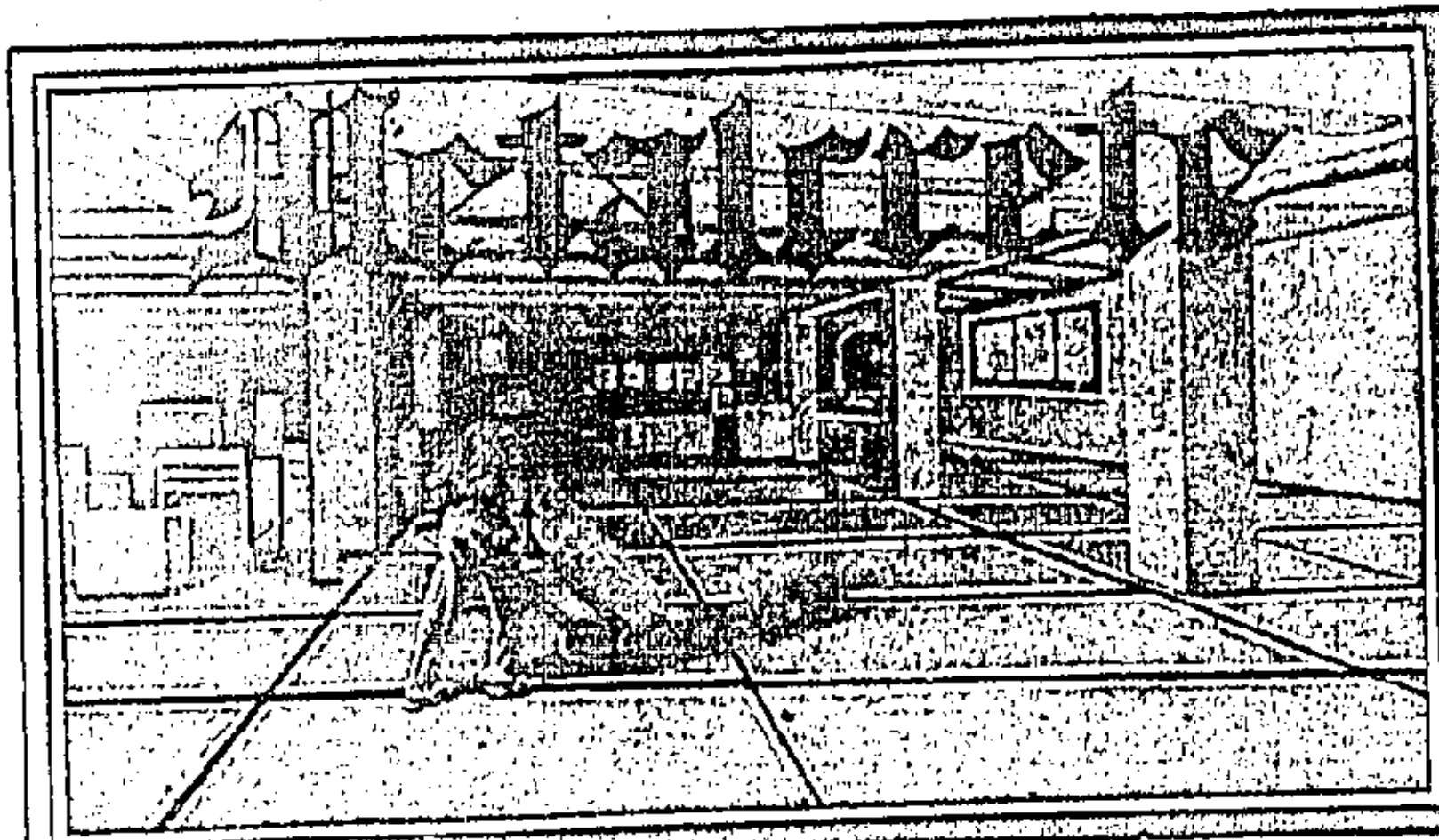
The Anderson Music Co., Ltd.

CONCRETE FLOORS

made

WEARPROOF-DUSTPROOF-WATERPROOF

with



A Guaranteed Concrete Hardener.

If you are interested in results let us tell you more about it.

Fresh Stocks Just Arrived.

SHEWAN, TOMES & CO.

Sole Agents.

Finest Old Vintage

Liqueur Brandy.

CALDBECK, MACGREGOR & COMPANY, LIMITED.

(Incorporated under the Companies Ordinance of Hongkong.)

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E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE—CENTRAL No. 1116.

{ Wing Woo Street
TEL. 52 Central

PLOT AGAINST DUCE.

LONG TERMS IN ROME TRIAL.

Rome, April 22. General Zaniboni and General Capello and (in default) another accused, Ursula, charged with conspiring to attempt the assassination of Signor Mussolini, have been sentenced to 30 years' imprisonment.

Duce has been sentenced to 12 years and one month, Nicoloso and Luigi Calligaris to 10 months and 20 days, Riva to 7 years, Angelo Calligaris to four months, and Celotti has been acquitted. The first three sentences accorded with the Public Prosecutor's previous demand.—*Reuter.*

JAPANESE MORATORIUM.

A MODIFIED APPLICATION.

Tokyo, April 22. A moratorium has been proclaimed, effective from to-day, for twenty days.

It does not apply to the payment of wages, payment of debts to local governments and public bodies, and to bank deposits under 500 yen in amount.—*Reuter.*

A Clydesdale colt, 16 months old, says a Melbourne message, has been sold for £1,500 which is believed to be a world's record.

Wm. **Powell** Ltd.
Telephone C. 4578

NEW SPRING GOODS NOW SHOWING

SUN HELMETS

in the most

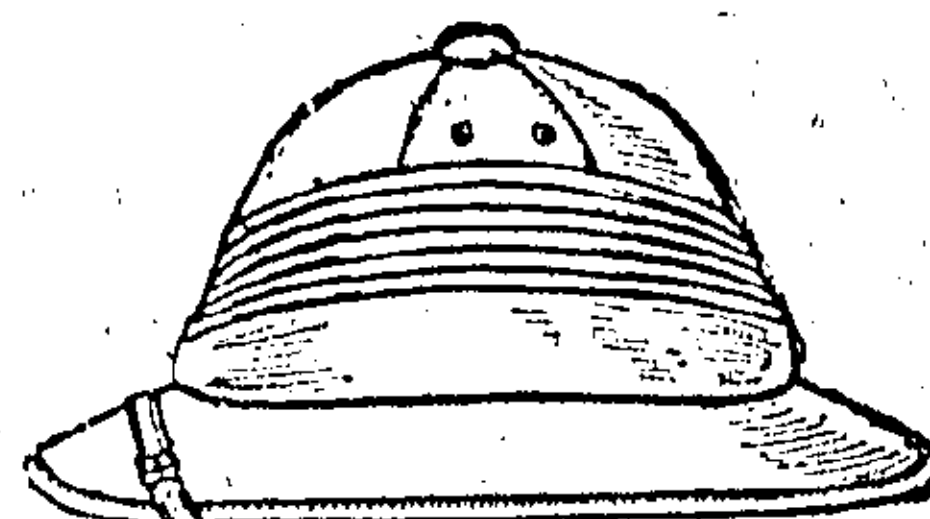
Suitable and dependable qualities and guaranteed sunproof.

Cork (as illustration)

\$10.75, \$12.50, \$15.00, \$16.50

Hawke's Naval and Military Regulation Helmets, in White and Khaki.

Pith Helmets \$5.75 & \$7.50.



"CELLASTIC" & "AERTEX"

CELLULAR UNDERWEAR

\$2.00 \$3.75 \$6.00

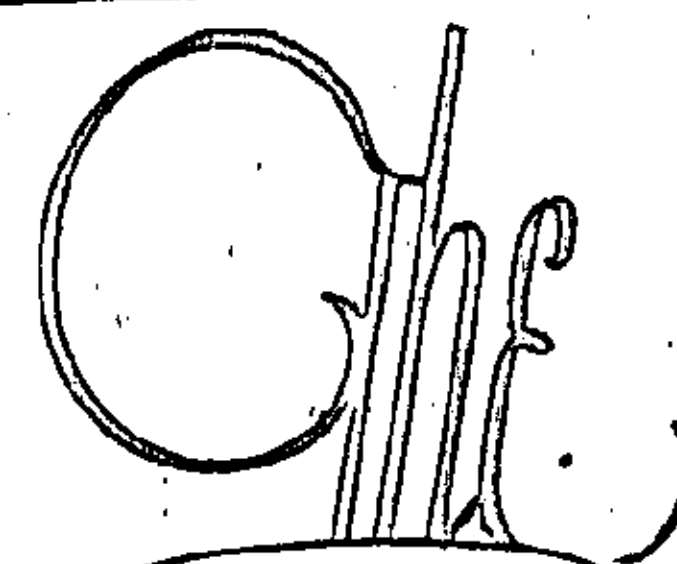
in Vests, Drawers and Combinations

India Gauze... \$2.00

B.V.D. \$1.75

Silk..... \$3.75

INSPECTION INVITED.



Scenic Route Across CANADA

Via Vancouver or Prince Rupert

Canadian National Railways crosses the Rockies at the easiest gradient and lowest altitude of all transcontinental lines and in full sight of the Canadian Rockies' highest peaks. View the choicest gems of rugged mountain scenery, crag and glacier, cataract, canyon. Stop off at Jasper National Park, the Alpine paradise of Canada. See the golden wheatfields, mighty inland seas, the scenic marvels of the east, among them, Niagara Falls. And, all the while, travel in utmost comfort.

Daily Trans-Continental Train from Vancouver to Prince Rupert, with all-steel equipment, radio-equipped observation cars and unsurpassed and moderately priced dining car service.

Through bookings on all steamship lines

For rates, literature and information apply

ASIATIC BUILDING, HONGKONG

CANADIAN NATIONAL

The Largest Railway System in America.

(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)



That "Plenty of hot water" look

Can be achieved by anyone who installs a

GAS WATER HEATER.

It is so easy to get an unlimited supply of really Hot Water at any time, that nobody who values comfort should be without one.

Hongkong & China Gas Co., Ltd.

A.P.B. 12

AEROPLANE MISHAP.

COLLIDES WITH WATER BOAT.

A plane from the Hermes, on returning from manoeuvres at 11 o'clock yesterday morning, came in collision with a water boat which was rounding the stern of the aircraft carrier. Slight damage was caused to the plane's starboard float but none of the aviators were in any way injured.

The plane had "landed" and was approaching the Hermes, when the water boat rounded the stern of the vessel and crossed the fairway of the aircraft. An attempt to avoid a collision was made but the starboard float of the plane struck the boat, resulting in a leakage.

A motor boat from the Hermes went to the rescue and the plane was safely hoisted on board the carrier.

FALSE NOTE.

SERIOUS CHARGE AGAINST INDIAN.

Before Mr. R. E. Lindsell at the Central Magistracy this morning, an Indian, named Asraff Ali, who stated he was a broker, was charged with uttering a forged \$500 banknote at No. 62, Hollywood Road, when paying for drinks. Mr. Armstrong, of Messrs. Deacons, appeared for the defence, and applied for a remand.

Detective Sergeant A. V. Baker who prosecuted, suggested bail of \$1000.

Mr. Armstrong replied that defendant could put up only \$500. Sergeant Baker: We allege that the defendant had already received \$450 on his false note.

His Worship: I will split up the difference and make it \$750.

Defendant was remanded until next Friday.

WHITEAWAYS

GENTS' OUTFITTING DEPT.
HIGH VALUES AT LOW PRICES.

"KOOLTWILL" TENNIS SHIRT



MADE FROM FINE
QUALITY WHITE
MERCEURISED TWEED
SILKY FINISH
SPECIALLY
RECOMMENDED
FOR
DURABILITY &
APPEARANCE

STANDARD VALUE.
"KOOLTWILL" SPORTS
SHIRTS.

A new line of English
made, highly mercerised
twill sports shirts.
Coolness and absorbency
combined with excellent
cut and finish are the
outstanding features of
this new standard value
line. Stocked in Tennis
style only, long sleeves.
Sizes 14 to 17½ ready
for wear.

Standard Value
Price \$3.00

The "GLAD-NECK" SHIRT

Registered Name and Design
"The Hit of the Season"

SHIRT & COLLAR IN ONE
IDEAL for Summer wear and all
Sporting and Neglige occasions.
The cut of the Shirt allows un-
limited freedom, and at the same
time looks exceedingly smart
and spruce—very different from
the usual untidy effect of an
unbuttoned shirt.

Price \$3.75



The "Stanswear" SEAMLESS ARTIFICIAL SILK SOCK



THE "STANSWEAR" ART
SILK SOCKS FOR MEN.

Excellent wearing quality.
These socks are well made,
perfectly and scientifically
fashioned to prevent
sagging at the ankles.
They have all the rich
lustrous appearance of
pure silk and are unbea-
table for durability. Stocked
in useful shades of
White and Black, Grey,
Putty, and Champagne.
Sizes: 9, 9½, 10, 10½, 11
and 11½ inches.

Standard Value
Price \$1.00 pair

"STANSWEAR" SILK SOCKS.

Half Hosiery of outstanding
value. Well made socks
with pure silk legs. The feet
are of hosiery thread and the
toes and heels are extra
applied to give extra wear.
Stocked in new shades of
Champagne, Grey, Putty,
White and Black.

Standard Value
Price \$1.75



TRESS'S HELMETS THE "EXCELLENT."

A splendid English made, sun
and waterproof helmet, cover-
ed with superior quality
White drill with muslin
puggree to match, and best
leather fittings. Specially re-
commended for lightness com-
bined with durability and
comfort.

NOTE
OUR
PRICE \$12.50

HAWKE'S HELMETS THE "POPULAR."

Made from best consoli-
dated cork and rubber cover-
ed fine white drill and
muslin puggree. Patent
adjustable Head Band.

NOTE
OUR
PRICE \$13.50

ALL SIZES and QUALITIES NOW IN STOCK
of our famous India Gauze Underwear.
NOT OBTAINABLE ELSEWHERE.

Whiteaway, Laidlaw & Co., Ltd.
HONGKONG.

LESSON OF LEIPZIG.

GREAT INDUSTRIAL MEETING
PLACE.

I have only been to Leipzig once,
but I intend to visit it again. My
friend Mr. F. E. Cook, of the
Yorkshire Evening News, prevailed
upon me to accompany him to the
last autumn Fair and I was as-
tonished—almost bewildered—by
what I saw, writes Mr. W. A.
Gleave, manager of the Southern
Daily Echo. The magnitude of
the Fair, and the smoothness with
which everything was carried out,
left a lasting impression on my
mind. Time alone could have
built up such an immense or-
ganisation, almost world-wide in
its ramifications.

On the Fair itself I need say
little. It speaks for itself—it has
spoken through the ages—for it
speaks all languages. It sends its
message across the continents and
the seven seas for all who will to
hear. Amidst the babel of tongues
to be heard in this huge market
place—Tauton, Latin, Slav, Orient-
al and Anglo-Saxon—one experi-
enced little difficulty in making
oneself understood.

I only had one regret during
my visit—that the great country
to which I belonged was unworthily
represented, for I discovered to
my dismay that fewer than a
dozen English manufacturers
were exhibiting their wares. It is
gratifying to know that this de-
plorable state of things has to
some extent been remedied, and
that at this year's spring Fair the
British Empire section (which my
friend Mr. Markham has worked
so wholeheartedly to foster) will
be more adequately represented,
though there is still much room
for improvement. One thing is
certain. We cannot afford to
stand aloof from this great in-
dustrial meeting place. In the
past we have, perhaps, been too
prone to imagine that the fine
quality of our wares was sufficient
to recommend them. We have
been too conservative in our
methods. That phase is passing.
Competition is, nowadays, too
keen to permit of such a purblind
policy. Where others are we also
must be, and Britishers, if they
are to increase their grip com-
mercially in Europe, must flock in
increasing numbers to Leipzig.

LIGHT OF OTHER DAYS.

MASTER OF "ABODE OF
LOVE" DEAD.

John Hugh Smyth-Pigott, the
"Messiah" of the once-notorious
sect known as the Agapemonites,
has died at Spaxton, a village about
five miles from Bridgewater.
It was to Spaxton that he fled when
practically founded out of public
life in London.

Disclosures respecting the
"Abode of Love" at Spaxton and
Smyth-Pigott's "soul wives" there,
were one of the sensations of the
day about 18 years ago.

Smyth-Pigott became ill about
three weeks ago (says a Daily
Chronicle correspondent in mail
week), and died from bronchitis
and influenza. The secrecy which
marked all his doings since he
took up his residence at Spaxton
was observed after his death.

It is the belief of Agapemonites
that Smyth-Pigott lives for ever-
more. The only indication of the
death of the sect's leader is that
the window blinds of "The Agape-
mone" were half-drawn.

All the servants at "The Agape-
mone" are unpaid. They work
there "for love."

Smyth-Pigott called Sister Ruth
his "spiritual wife," and by her
he had three children—Glory, pur-
chased known as David, now 27;
Panion, known as Power (19); and
Lavetia (16). Glory is said to
have studied medicine in London.
The two sons and daughter are at
present at Spaxton, where they
have been since Smyth-Pigott be-
came ill.

Mrs. Smyth-Pigott, his lawful
wife, by whom he had no children,
is at Spaxton. She is 73, and still
drives her own car.

Sister Ruth's Escape.

Smyth-Pigott was the son of
well-to-do parents, and passed
through Oxford. For some years
Sister Ruth remained chief "soul
wife," but eventually peace be-
tween them was destroyed by the
arrival of a woman whom Smyth-
Pigott named Sister Grace, who
supplanted Sister Ruth. Sister
Ruth then made the first of her
escapes from the "Master," carry-
ing her child Glory about the
country with her in her painful
wanderings.

Smyth-Pigott's agents followed
her, persuaded her to renew her
home at the "Abode," and she was
there when the "Messiah" died.

Public feeling was often roused
to such an extent by the conduct
of Smyth-Pigott that he was
forced to take many "holidays"
abroad, but while abroad he took
the opportunity of founding

"LITTLE TICH" SUED.

SUCCESSFULLY DEFENDS
ACTION OVER POSTERS

Harry Relph, better known as
"Little Tich," the music hall com-
edian, successfully resisted a claim
for £26, 11s. 10d. made against
him by David Allen & Sons,
theatrical printers, of London and
Belfast, at Westminster County
Court recently.

The claim was in respect of the
balance for 5,000 posters alleged
to have been supplied on an order
from defendant which he signed
in 1912. In consequence of dis-
closures made during the case,
which has been before the Court
several times, the amount of the
claim was reduced to £2, 14s. 9d.

Judge Tobin, in giving judg-
ment for defendant with costs,
said the claim, when the writ was
issued, was for £26, 11s. 10d.,
based on the suggestion that plain-
tiffs had printed 5,000 posters for
"Little Tich."

To my amazement, he went on,
I find that this firm of David Allen
& Sons, which I suppose holds its
head high, had not printed at the
day of the writ 5,000 posters, but
had printed a trifle over half,
namely, 2,525, and they had the
audacity, after they had issued
the writ, to print 2,475 more pos-
ters.

"Disagreeable Atmosphere."

That is a shocking thing to have
done, and no one has been called
to explain why it was done.
These facts were mentioned several
weeks ago, and no attempt has
been made to explain them, and
it creates a nasty, disagreeable at-
mosphere, and they alone were to
blame for it.

Another disagreeable thing,
went on the Judge, has come to
light. Plaintiffs said they acted
as agent for "Little Tich," printed
upon his order and credited him
with the amounts received from
various music halls.

I find in 19 cases out of 54 they
have, far from selling at the
agreed rates, sold at a higher
price, thereby making a profit for
themselves, and they did not
credit "Little Tich" with the pro-
fit. That was how the claim came
to be reduced to £2, 14s. 9d. only.

Having regard to the action of
David Allen & Sons in selling
these goods at what I call exces-
sive prices, which they put in their
own pockets instead of crediting
"Little Tich," I have no hesitation
in saying David Allen did the
whole of this work on "spec," and
never meant to look to "Little
Tich" at all. But, being disap-
pointed when they found the pos-
ters were going out of fashion
and the music-halls were not tak-
ing them up so much, during and
since the war, they set out to re-
coup the loss from "Little Tich."

Gives Evidence.

"Little Tich," in evidence, said
he had done business with David
Allen & Sons for 35 years, but had
never paid for any of the posters
or received any invoice, account, or
statement in connexion with
them. The firm sent posters to
the theatre at which he appeared
and received payment from the
theatre.

Mr. Lever—Cross-examining—
Do you really object to paying
this £2, 14s. 9d.?—Why should I
gap, I have never paid you be-
fore.

Counsel—No, because the pos-
ters have all been worked off.
Ought not the fact that you have
never paid before make you feel
that you have been on a lucky
winner all along and that when
you came to a loss like this you
should pay up like a philosopher I
know you to be?

Witness—Why have not the rest
of the posters been worked off?

Because you have given us no
dates. Why is that?—Because I
have had no engagements, that is
why.

Mr. Lever said he accepted what
Mr. Relph had said, and added
that he had been a perfectly
honourable witness.

The Judge—The perfect angel.
Counsel—Quite so.

At a later stage in cross-
examination, Counsel said:—We
knew that even the great artists
on the stage are a little unbusi-
nesslike.

Judge Tobin—Are they. Who
says so? (to witness)—Do you
agree?

"Little Tich" smiled, but did not
reply.

Counsel—I say you in business
as a grocer, and you were very
businesslike then. (Laughter.)

Mr. Gallop (for defendant)—
And I believe as a barrister too.
(Laughter.)

"Abodes of Love" wherever he was
able. He took care that all his
female converts belonged to the
monied classes, and it was an
unwritten law that when they
joined the inner circle at Spaxton
they pooled their resources.

For years he conducted mid-
night services there, but latterly
turned to spiritualism and the ser-
vices became seances.

M. C. Phil Parisien Madame Flint Dressmaker & Milliner



"GRAND DISPLAY & SALE"

OF

"NEW SPRING SEASON PARIS MODELS"

Commencing Wednesday, 20th April, 1927.

AFTERNOON & EVENING DRESSES & GOWNS, HATS,
SPORTS SWEATERS, SCARVES, ETC.

From

THE FOLLOWING RENOWNED ESTABLISHMENTS:

DRESSES: Madeleine—Jenny—Lanvin—Doucet
Martial and Armand—Jean Patou—
Worth—Chanel—Beer—Bernard.

HATS:— Marguerite—Lise Yvonne—Maria Guy
Lucile Martin—Jeannine—Matteot.

SPORTS SWEATERS:— Marcody.

MADAM JULIA RENEE.

Expert French Specialist and Representative of the
above Establishments will be in attendance to render the best
possible service to our Customers and to explain the "Key-
note" of "Up-to-the-moment" Paris Fashions.

"DRESS MAKING"

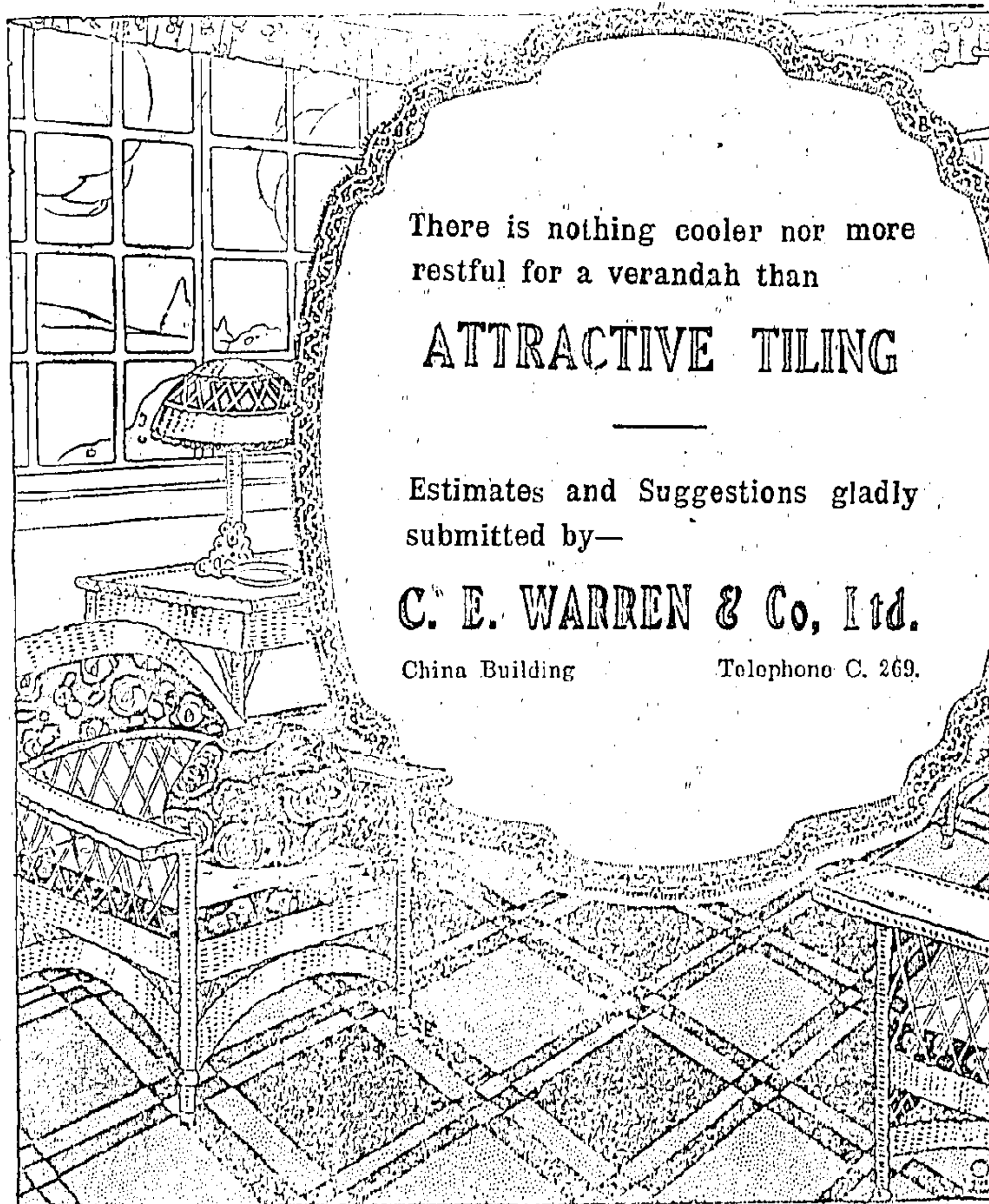
Madame Flint begs to notify the Ladies of Hongkong
that she will undertake the making of Summer Dresses from
\$14.00 and up. Orders are invited which will receive the best
attention.

"LADIES' BEAUTY PARLOUR PARISIENNA."

Popular Prices have been established to suit all
Customers.

Work Daintily and Efficiently Executed.

INSPECTION INVITED



There is nothing cooler nor more
restful for a verandah than

ATTRACTIVE TILING

Estimates and Suggestions gladly
submitted by—

C. E. WARREN & Co., Ltd.

China Building

Telephone C. 269.

ACE UP THE SLEEVE.

AN ACCIDENT ONCE, BUT
NOT TWICE.

The Recorder (Sir Ernest Wild,
K.C.), at the Old Bailey, London,
when summing up to the jury in
an alleged forgery case, recalled
the famous case of "The Brides in
the Bath," which was heard in the
Court in which he was then sit-
ting.

The Recorder was directing the
jury to consider whether the al-
leged forgery was the mistaken

action of an honest dupe, or
whether it was part of a system
or scheme of fraud. The "Brides
in the Bath" case would be re-
called, in which the man Smith
had three consecutive wives, each
of whom died in a bath. Smith
was tried for murder, and his de-
fence was that what had happened
was an accident.

Then the prosecution were al-
lowed to prove that two wives had
similarly died in the bath, and it
was put to the jury by the very
eminent Judge, a direction that
was afterwards upheld by the
Court of Criminal Appeal, that if
this sort of thing occurred again
and again, the jury might think
it was not a mistake, but part

of a system. He (the Recorder)
remembered the Judge drawing
the allegory that "if I had the ace
of trumps up my sleeve once, it
might be an accident, but if it was
found there twice or three times,
people are apt to believe unkindly
that it was part of a design or sys-
tem."

The case was one in which
Della Morton or Phyllis Layo
(29), married, pleaded not guilty
to forging and uttering a cheque
for £350.

Accused was found guilty, and
sentence was postponed until next
Sessions, when the case of Jose-
phine O'Dare, with which it was
associated, will be dealt with.

ARRIVED THIS WEEK



ON SALE EVERYWHERE

WOMAN'S
WORLD

ARRIVED THIS WEEK



ON SALE EVERYWHERE



This fluffy frock has a clever side drapery suggesting the bouffant lines of great-grandmother's pinnies, though it is careful to keep the little slimmers so chic in fashions of today. Silver and chiffon ornament the waistline. The deep front V ends in a shallower V at the back.

There was a time when it was considered very bad breeding to discuss money. But that was long ago. Now the other extreme holds good. We discuss very freely housekeeping finance, schedules of carefully compiled accounts being given in detail. One is not ashamed of being hard-up. Rather is it considered "the thing" to do things on economical lines. No one will deny that there is little money to spend nowadays, and that spending to gain the greatest satisfaction to oneself is far wiser than indulging in expensive display to impress strangers and to deceive friends. Indeed, so really "smart" is it to be "hard-up" that those with money now hesitate to admit to being comfortably off!

ARTIFICIAL JEWELS.

REAL GEMS NOT NECESSARY.

Personality in dress is easier to achieve through jewels than in the selection of gowns and hats, according to Dorothy Francis, one of the leading American prima donnas.

"I have never cared," she admits, "for 'arty' clothes—this going about in poster smocks when smart women wear black, and in cloth of gold turbans when the French untrimmed model is the hat of the day, may cause you to be looked at, but not with envy."

Parisian Standards. "In all my travels over this country and in the capitals of Europe, I always find that the smartest women adhere to the Parisian standards in cut and line, and obtain their individuality without losing their chic."

It is easier to be well jewelled to-day than ever before, Miss Francis believes, because to-day we wear jewels to give a note of colour, or an accent of glitter, and carry out a general scheme of decoration instead of merely adding diamonds to an already complete costume, just because we can flaunt them.

Taste a Criterion. "This," she points out, "has removed the prejudice from the artificial jewel, and has made workmanship and taste the criterion. If the desired effect can be achieved through imitation stones, there is no objection. A sophisticated woman will always be superior in dress to any ornamentation she may adopt."

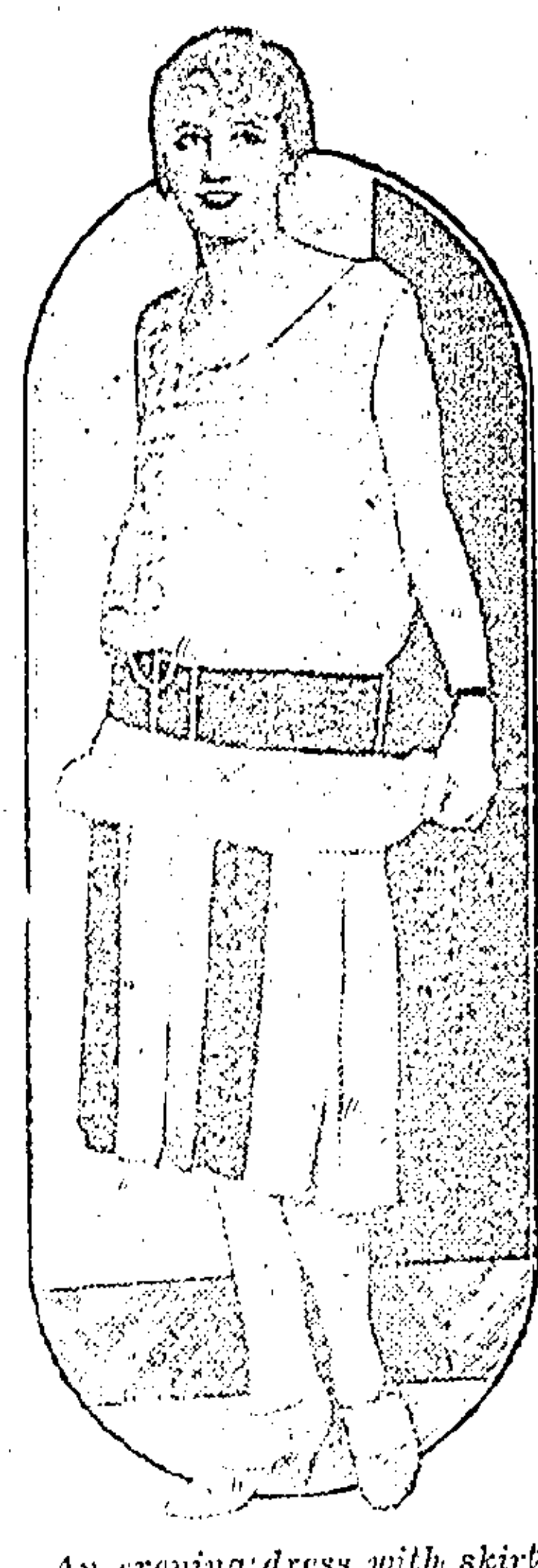
"The arrangement and selection of jewels is an individual study. On a blonde what is more decorative and lovely than pearls? She is also lovely with a note of crystal, or antique gold. A brunette, just because she is more obviously the jewel type, should always be careful how she loads herself with sparklers."

Exquisitely Cheap. "Sapphires and emeralds are, to my mind, the loveliest of stones, and jade and amber the least appreciated. Corals and turquoises and many of the comparatively cheap stones are exquisite in colour and contribute a distinct quality to different types. In the arrangement, colour, and in workmanship of jewels, there is enough study to occupy a lifetime."

Miss Francis has collected jewelry from all parts of the world, and nothing delights her more than to wear the oriental rings, bracelets and chains, purchased in Algiers to humour an exotic mood. She has many rings, mere circles of stones that she wears pushed down no farther than to the second point—an oriental fad. She also has bands of diamonds or pearls



One of the frocks of shaded fringe. Belt and underslip are of satin.



An evening dress with skirt of pleated silver cloth and velvet. The blouse is of brocade lace.



Dinner gown with black satin bolero embroidered in shades of pink and rose.

THIS WEEK'S RECIPE.

LEMON MERINGUE PIE.

1½ cups sugar, 1½ cups boiling water, 5 tablespoons cornstarch, 1/3 teaspoon salt, 1 tablespoon Purico, 2 eggs, 5 tablespoons lemon juice, grated rind of three-fourths lemon.

Thoroughly mix together the cornstarch, salt and sugar, and add to the boiling water, stirring constantly. When thick, transfer to a double boiler and cook at least ten minutes. Add the Purico and slowly stir this into the egg yolks, slightly beaten. Then add the lemon juice and rind. In the meantime, the pastry should have been prepared and baked on an inverted pie-plate. When this crust is almost brown enough, it should be put in the pie-plate, the cool filling poured in and the whole covered with a meringue made by beating the egg whites stiff, adding a few drops of lemon extract or juice, and two tablespoonsful of powdered sugar. Bake in a moderate oven, for about ten minutes longer.

TEN FASHION COMMANDMENTS.

- 1.—Fine tucks in geometrical design will be seen covering or decorating both jumpers and skirts.
- 2.—The contrast between blouses and skirts will be as definitely marked as ever.
- 3.—As a change from the all-round effect, fullness will be kept strictly to the front of the new skirts.
- 4.—Beige and royal blue are this season's idea of a smart combination.
- 5.—Two fabrics are still counted smarter than one. A crepe frock is allied with jersey. Silk is employed with crepe. Tweed is used with suede cloth.
- 6.—Separate belts are smarter than those attached to the garment, although most jumpers and frocks have a belted waistline.
- 7.—Collarless necklines are preferred. They may be either V-shaped or square; the opening in front being wider than the one at the back in the latter case.
- 8.—No frock is without a cardigan or matching jackets of some sort.
- 9.—The bloused silhouette is still apparent in afternoon modes.
- 10.—Three-piece suits with coats no longer than those associated with tailors are to be worn.

that are worn over the hand, forming a diagonal line of stones across the hand.

Her Theory. "My theory of dress is this," she concluded: simple frocks, preferably of black or white, in excellent quality and line, then a careful and studied arrangement of such jewels and ornaments as contribute to the individual type and stress the colours that are most becoming; then a hat that is as near up-to-the-minute as you can have it. In other words, I believe in conforming to the mode, or to the individuality, as you will, but with reserve.

ABOUT MILLINERY.

The most definite thing about the new hats is that they follow, with little exaggeration, the exact curve of the head, even to the sweep at the nape of the neck.

Soft straws, which comply with these regulations as far as the shape goes, are treated to much indented crowns as the only decoration.

Flower-covered toques are shown by some modistes. They are of the pudding basin variety, with a little posy of flowers on one side.

Thick quipure lace presents endless attractions to us. It is shown in bands on a matching coloured felt, a black moire ribbon binding the brim for effect.

Machine-stitched flowers are a new decoration. They are brightly coloured, and they take the place of the conventional ribbon, band which we are learning to do without. Sometimes they are worked in silk, at others in damask wool.



Dorothy Francis wearing some of her "personality" jewellery.

BATIK CHINA.

DAINTY DESIGNS.

That England has always excelled in the art of making beautiful pottery is proved by the wonderful legacies we have from the past. But that their modern successors are worthy to follow their traditions is without doubt.

Batik work on silk is beautiful, but when it is transferred to china it becomes even more lovely. All the fine lines and nuances of colour are faithfully reproduced on the china, so that it is difficult to realise that one is looking at an unyielding surface, so soft is the effect. The blues and the mauves are the most attractive of all, perhaps, and one longs to fill such a batik bowl with spring flowers.

The modern vogue for raised designs in table ware is pretty illustrated in many of the new tea sets. A set of fine white china with a border design of flowers takes the flower motif as inspiration for handles and knobs where it is reproduced in relief. The result is indescribably dainty and makes a very pleasing change from the plain, unpatterned ware which has been in fashion for some years now.

SHIMMERING CLOAKS.

GLAMOUR OF SHELL & SEQUINS.

Glittering evening wraps are returning to fashion and among those seen in the theatre foyer at a recent first night was one which looked as if it were made from myriads of glittering golden fish scales.

Actually the cloak was covered with many hundreds of scintillating sequins sewn closely together, the lining and the big ruffled collar being of soft leaf-brown panne velvet.

The fish scales effect is becoming prominent in various ways among clothes of the moment, sometimes produced by the use of sequins and sometimes produced by clever manipulation of thin shell substances. So long as the necessary shimmering iridescence is obtained the woman of fashion does not mind.

Following the famous golden coat of mail jumper with which a wealthy woman surprised Paris recently, the fish skin jumper made its appearance a month ago. It was fashioned from shot silver tissue and thickly sewn with sequins, producing a most natural "scaly" appearance.

Sequin sewn tunics are also being worn over silver sheath-like frocks in the evening, the "fishy" look being accentuated in some models by the addition of narrow

THE CHARLESTON.

MUST BE ANALYSED.

"Sorry, I can't Charleston," he said as his partner launched into a few side steps when the band proved very provocative, "I'm too old," he demurred.

"How old?" "Thirty-eight," was the reply. "Sure it isn't eighty-three?" she scoffed. Then with a change of tone, "Nevertheless, you are going to do the Charleston—the flat, ball-room variety. Even my father does it."

As a matter of fact, far too many middle-aged people—more particularly men—are afraid to attempt the Charleston. They think it looks intricate and too vigorous. If they would analyse the dance they would cease to think it involved—but it must be analysed and the basic movements thoroughly understood before that change of opinion comes about.

Simultaneous and Different Movements. The Charleston consists of doing three things simultaneously.

1. On the toes raise and lower.
2. Turning toes in and out.
3. Transferring the weight from one foot to the other.

All these are to be combined, but not all at once. When, incidentally, 1 and 3 are first combined, the step is rather like what the pantomime principal boys used to do when marking time as they sang their patriotic and marching songs.

Much Practice Required.

As each of the three specified movements must be completely mastered and then combined gradually, there has been no popular dance for a very long time which has needed so much home practice as the Charleston has. It is not a dance into which the slow-coach can be "pulled into form" by his or her partner. The tango, for example, has steps that are not difficult. Its success is mainly built up on style and on practising a good deal with the same partner. In the Charleston the initial effort must rest with the performer. The partner cannot help to anything like the degree possible in, say, the waltz.

A Cause of Disappointment.

Probably the chief cause of disappointment over the Charleston for an elderly dancer is owing to the fact that he or she does not take sufficient little rests when learning the steps. The ankles will probably ache or there may be an ache above the knee at the beginning. Be warned and don't try to do too much.



A frock of beige stockinette for "Miss Sixteen."

Why Gramophone Music is so Useful.

The gramophone is excellent to provide the music for the novice because the speed can be set slow, and as progress with the steps improves the speed can be increased in stages. A firm support is a very great help to the beginner, who naturally will have difficulty with the balance.

As Proficiency Comes.

It is several months since a Bond-street beauty doctor with New York connexions was advising practices of the Charleston for producing slimmness. Remember, however, that the dance is not for those with weak hearts. As proficiency comes the dancer finds, however, that the steps are less tiring because less bodily work and effort are needed, the ballroom Charleston being mainly footwork.

Again, however, remember not to attempt too much at a time when learning, and to take little and frequent rests between each effort.

QUEEN OF MARDI GRAS.



Miss Mildred Brown, is queen of this year's Mardi Gras in New Orleans. The 1927 celebration is the one hundredth observance of the fest day. Miss Brown is one of the season's

AN ENGLISH BEAUTY.

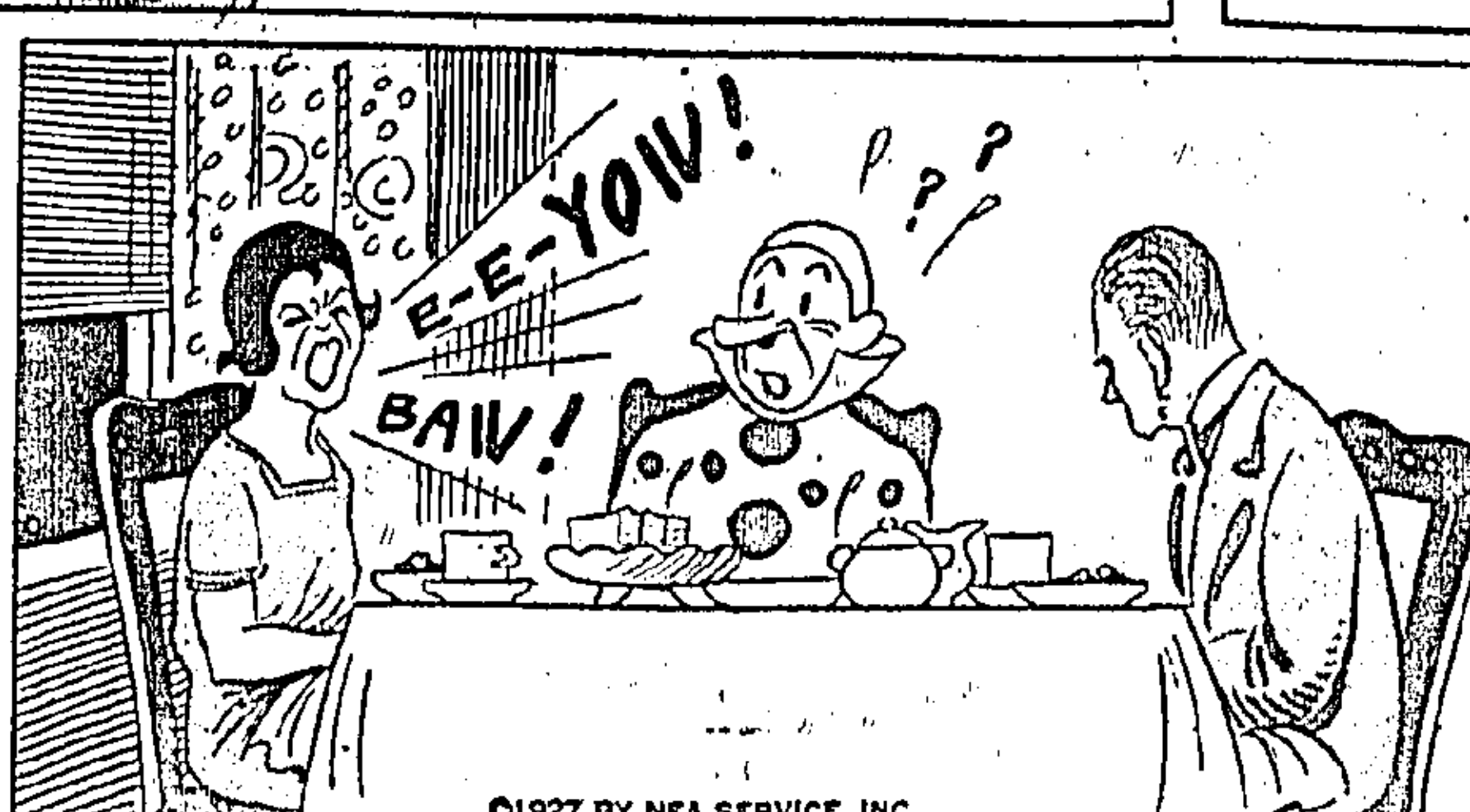
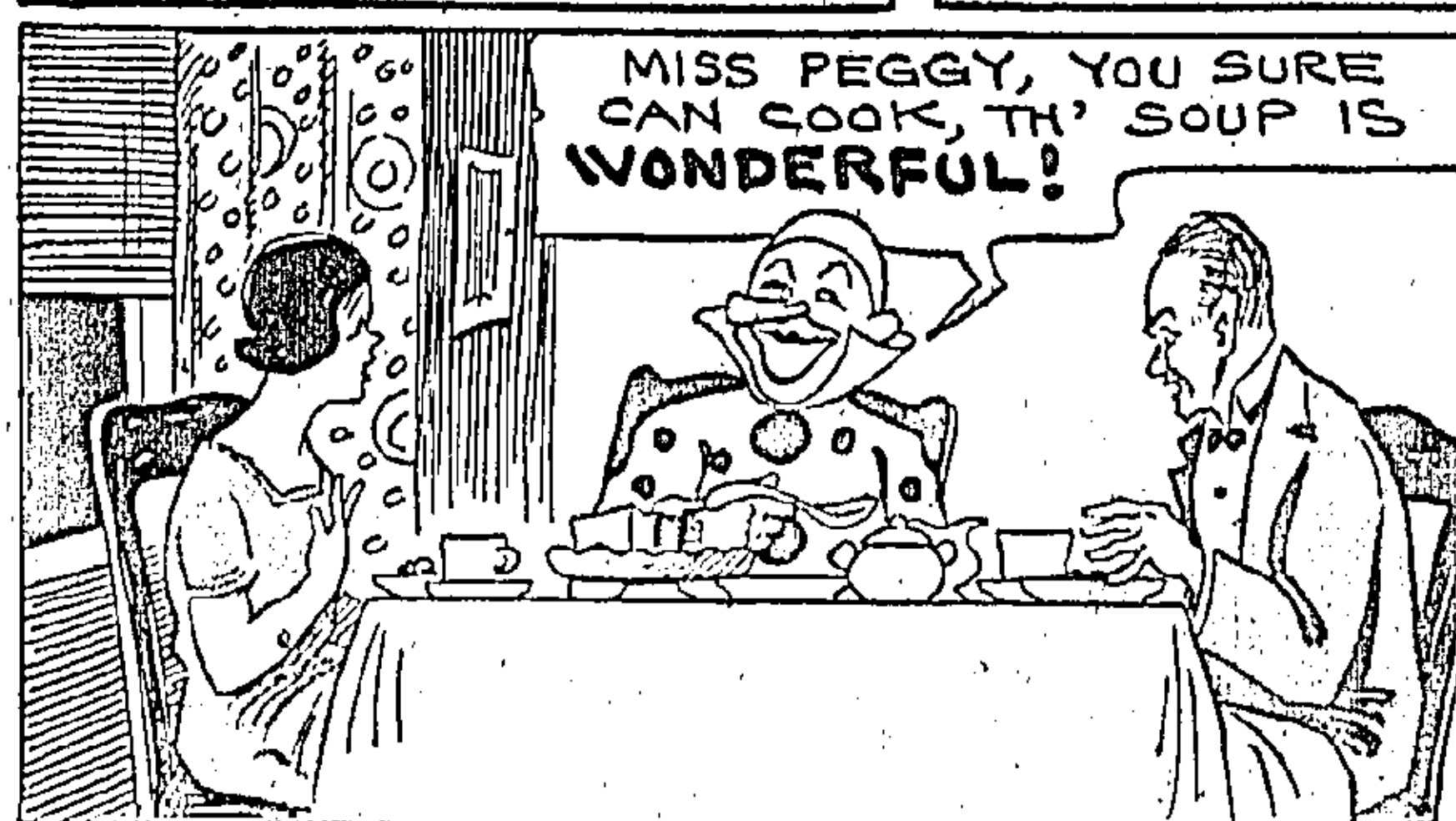
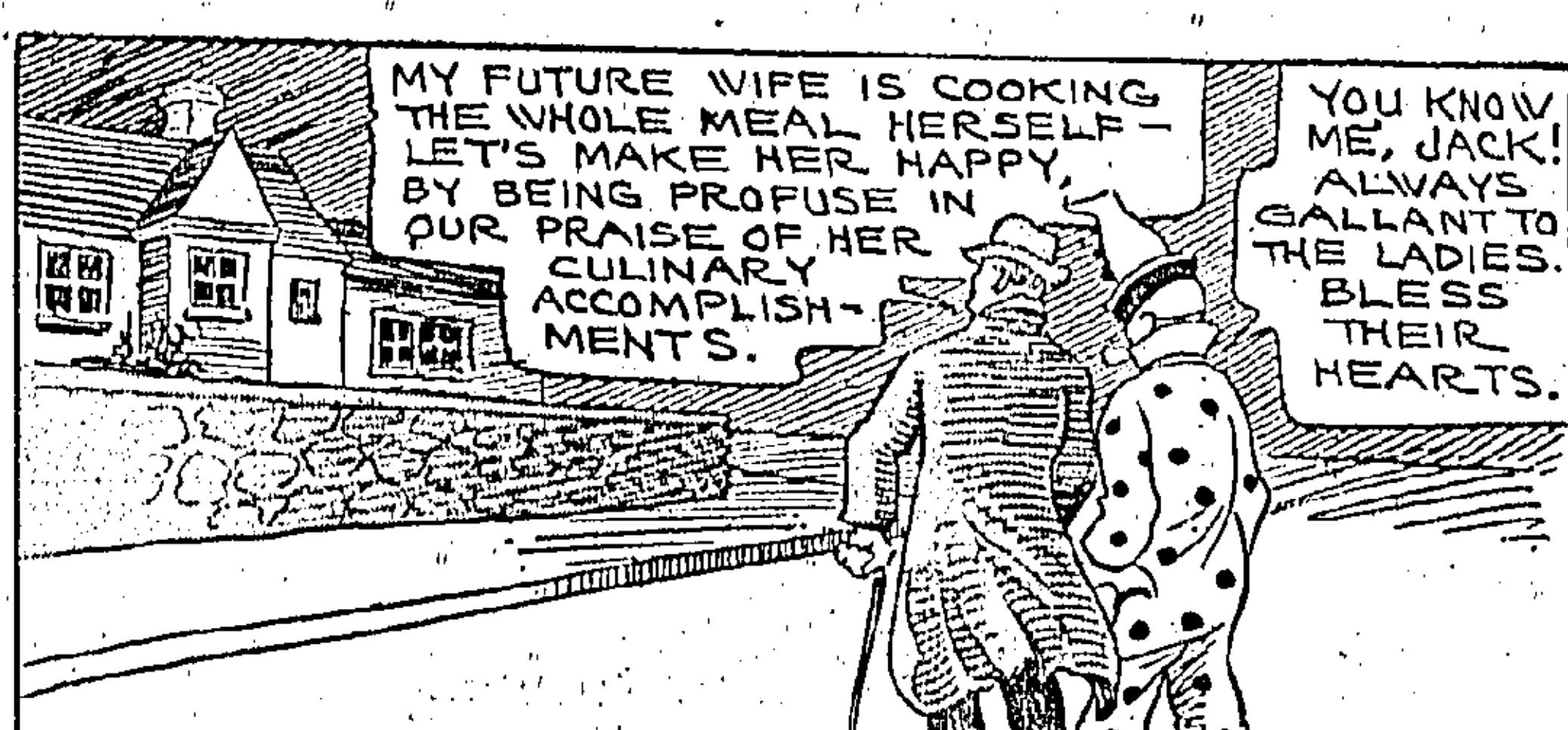
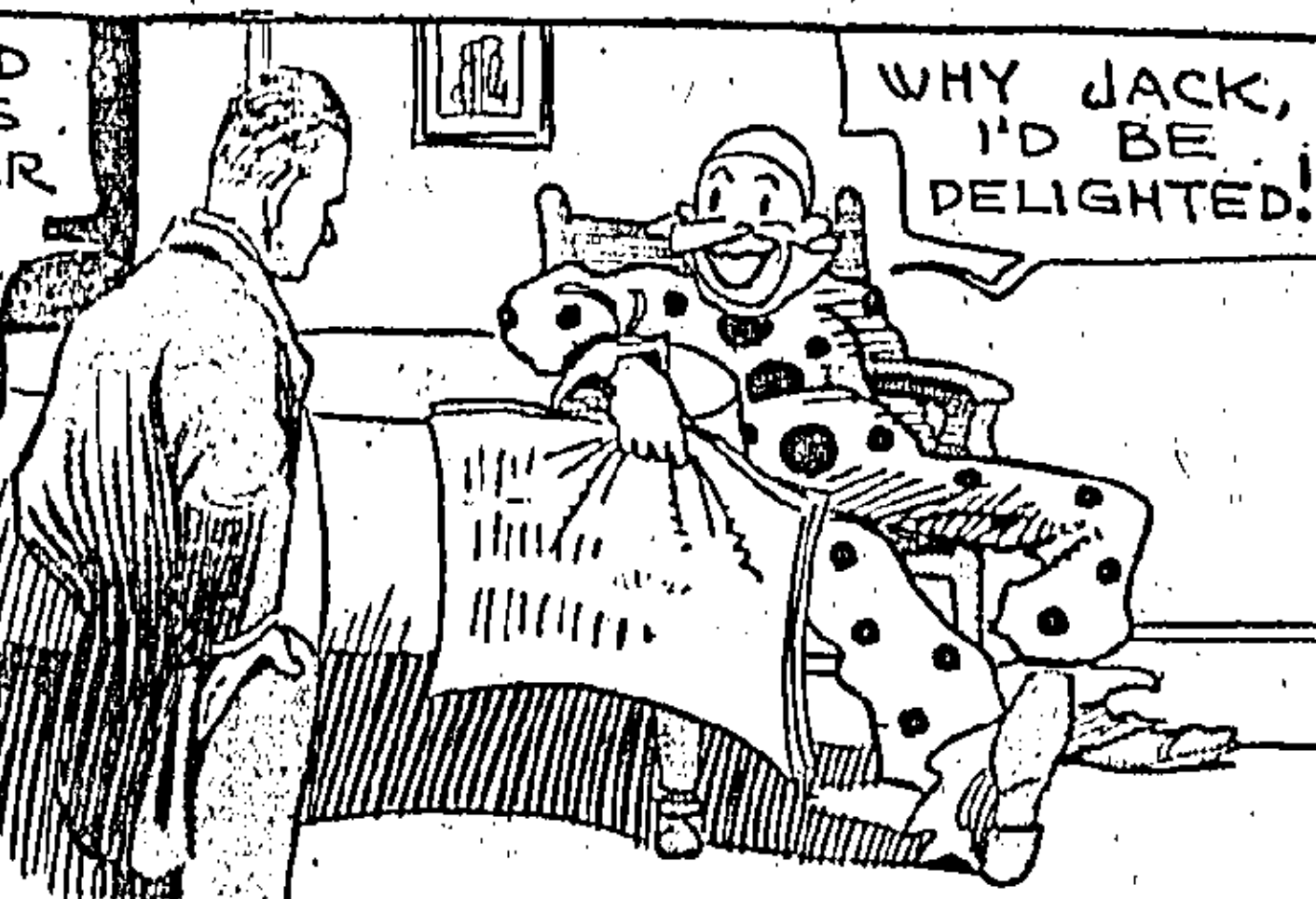


Miss Evelyn Layo (above), is one of the hundred English beauties who are going to the United States to match their

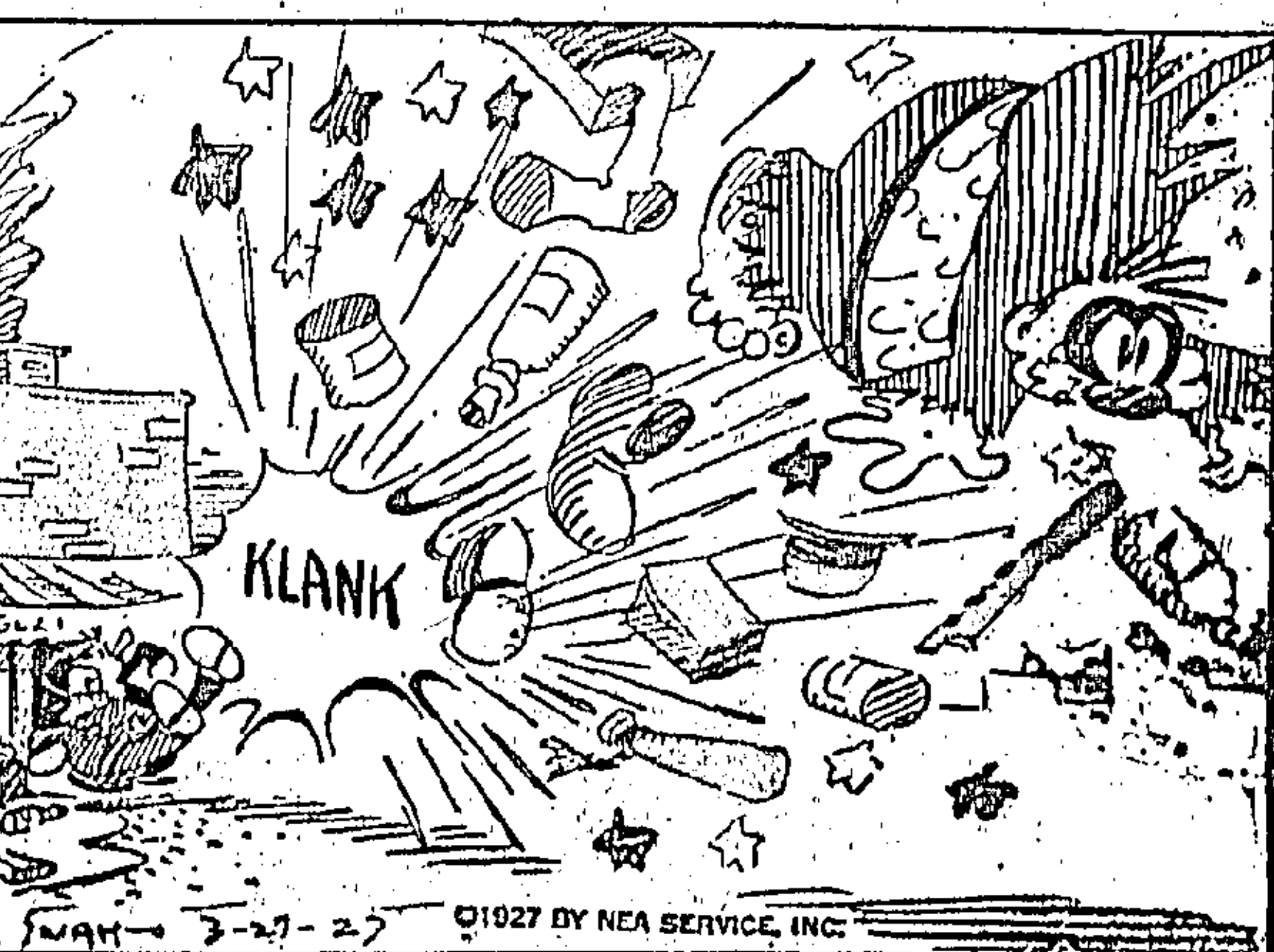
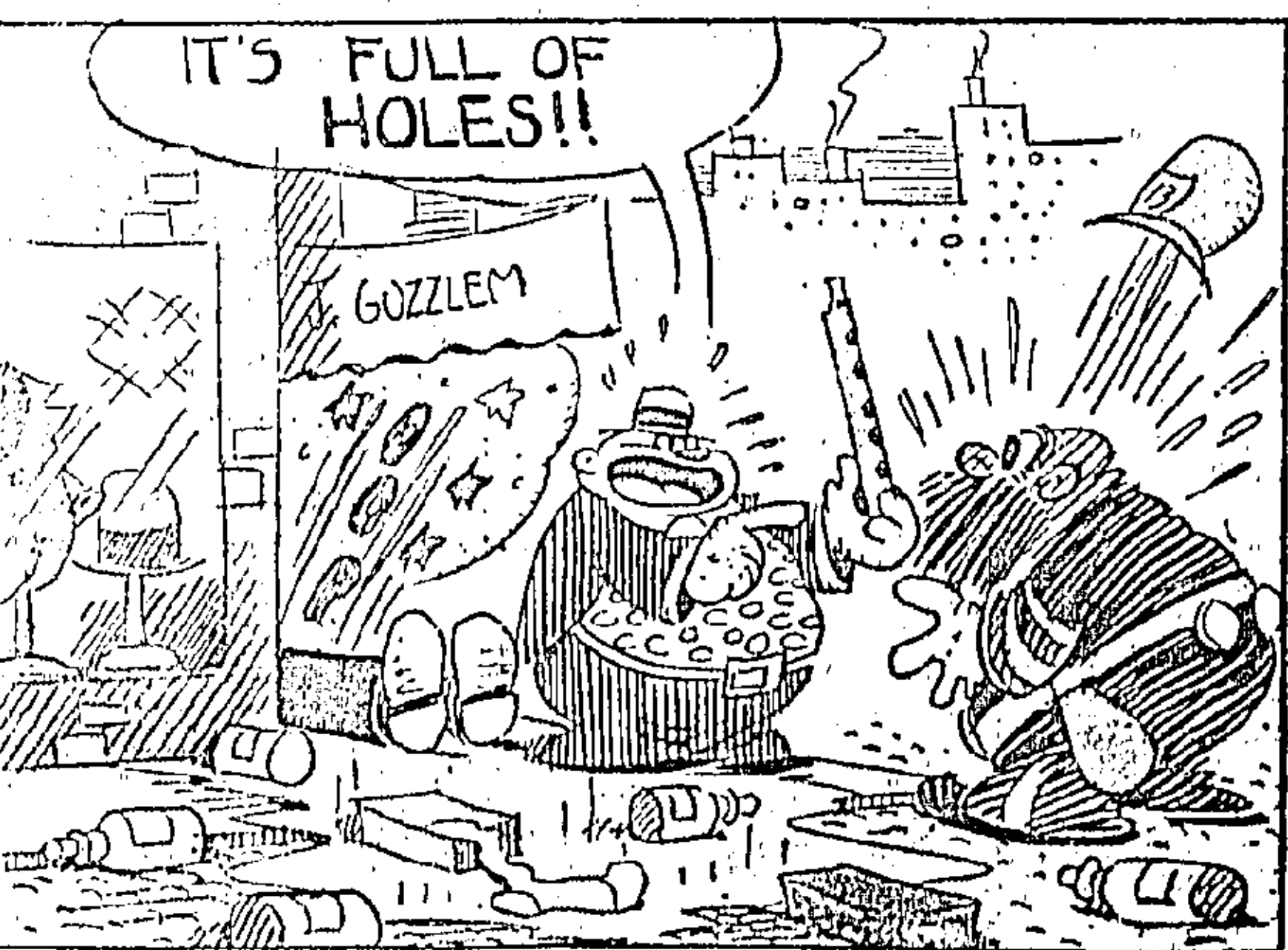
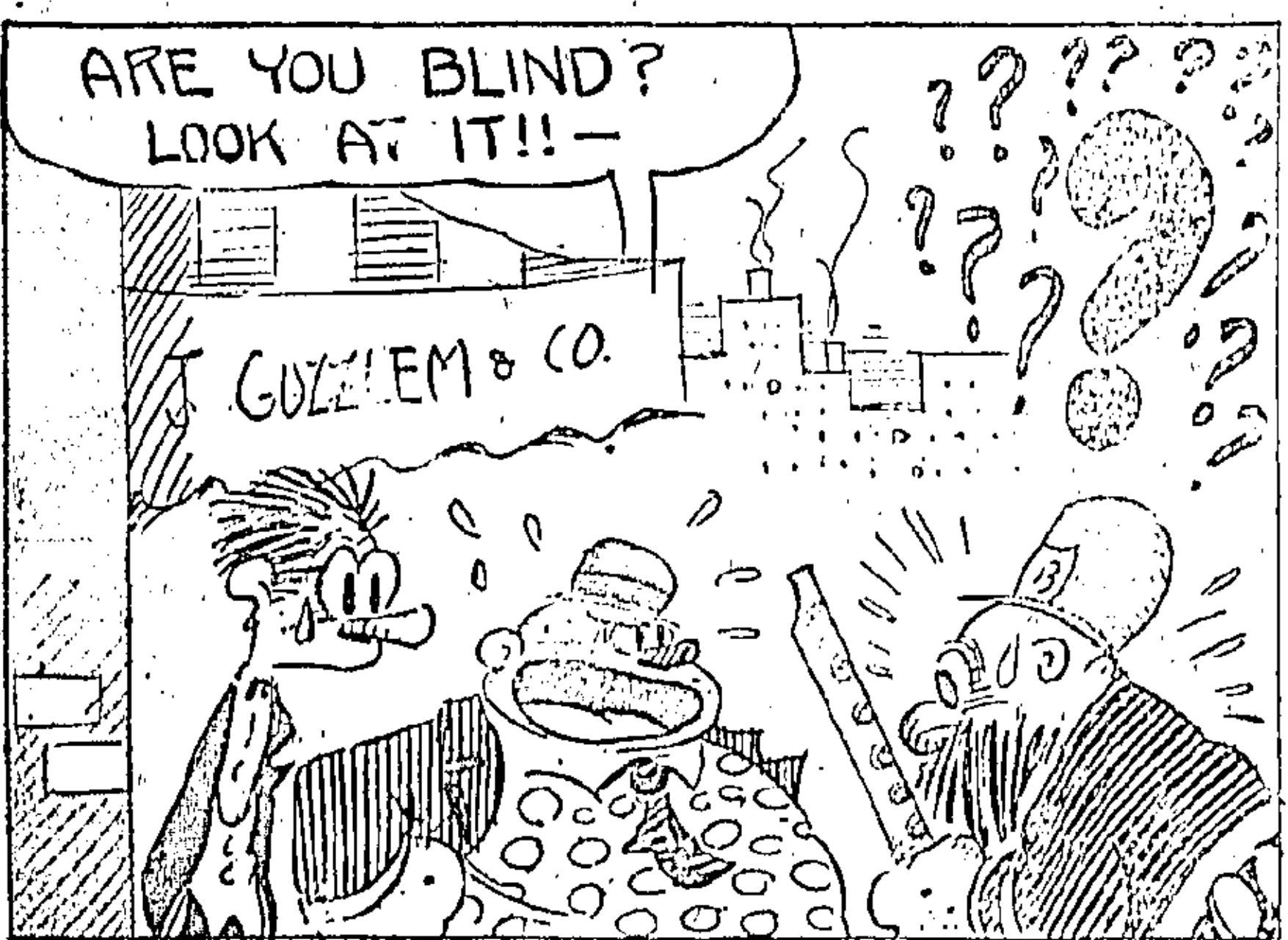
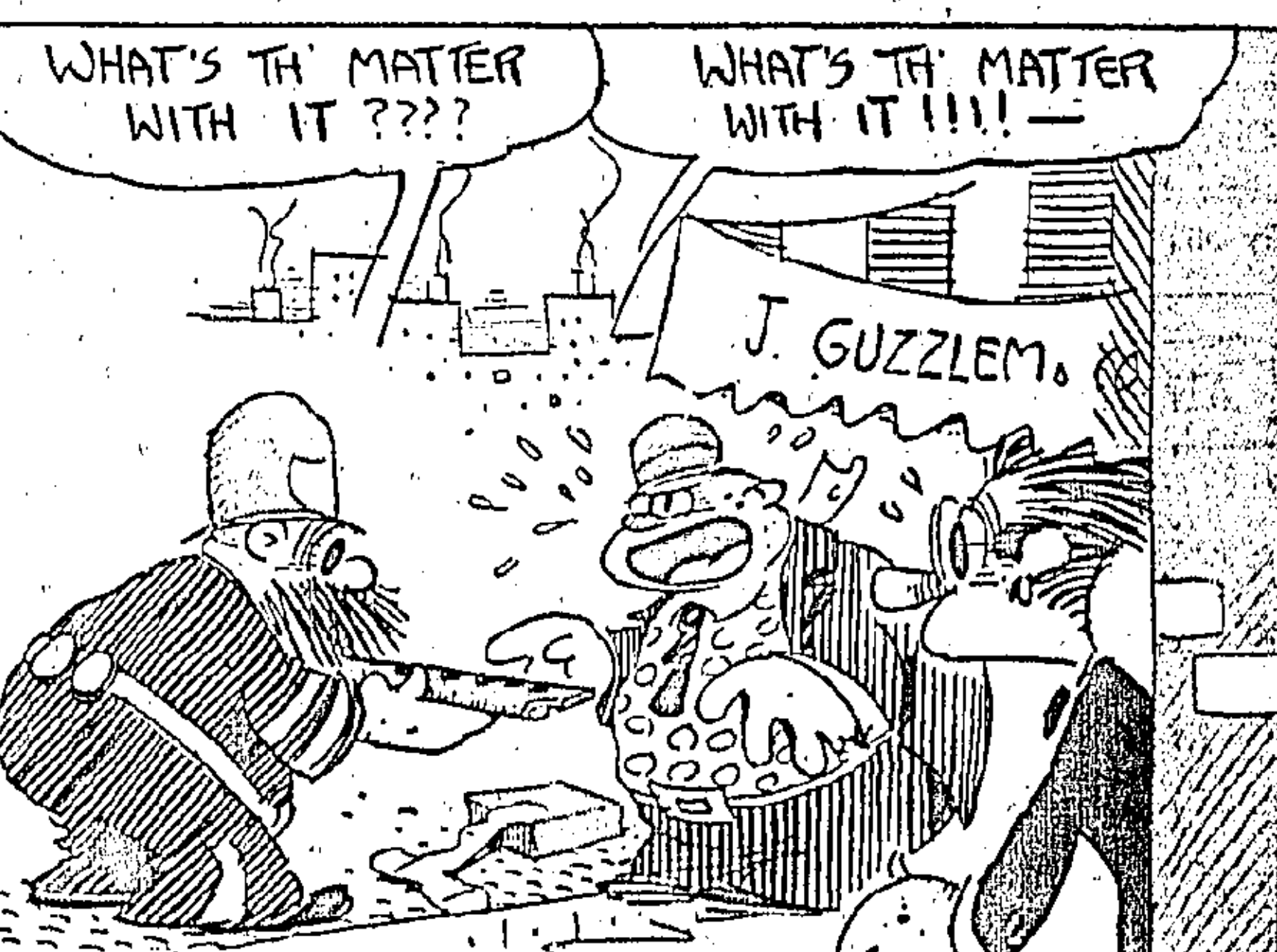
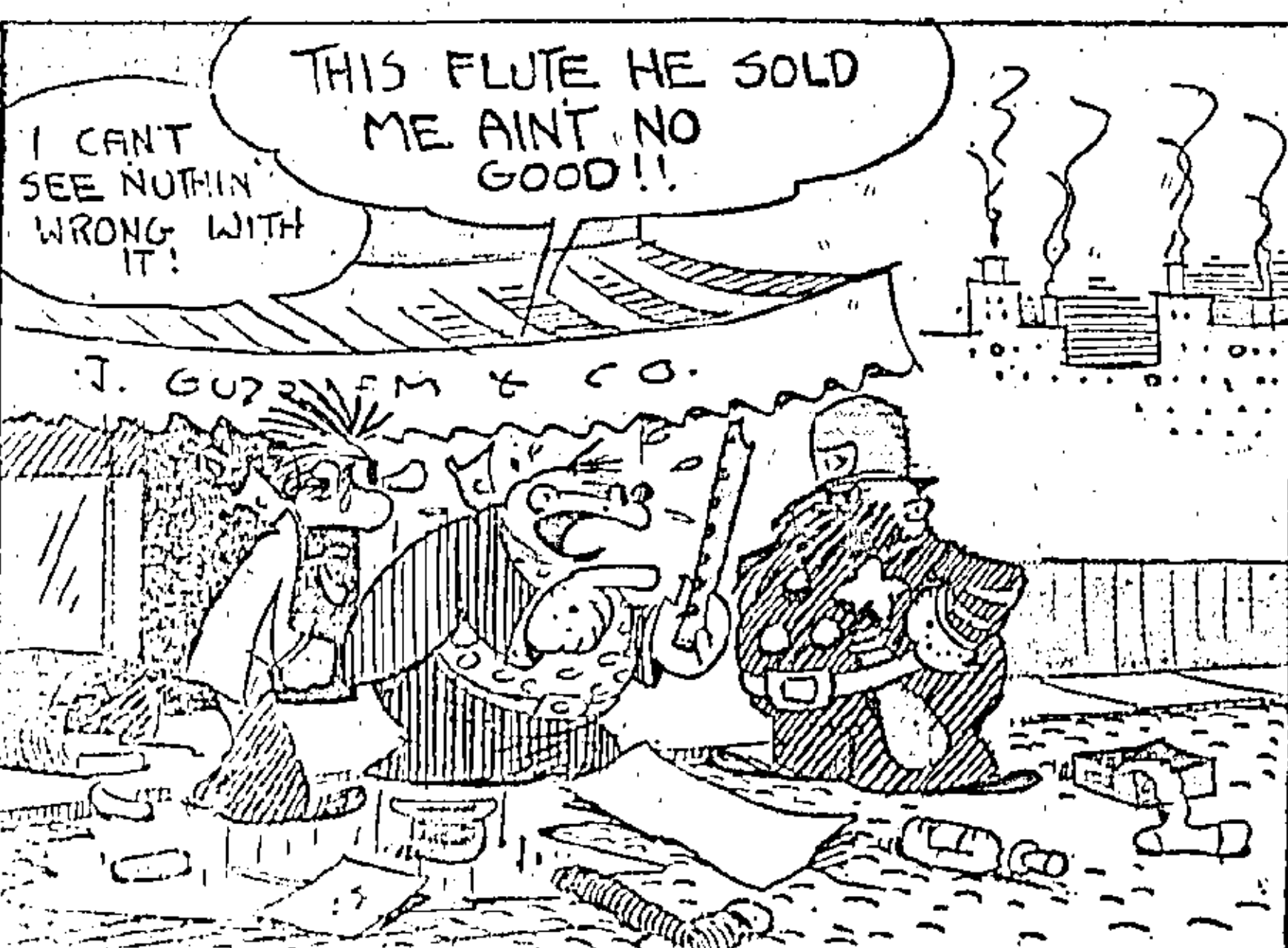
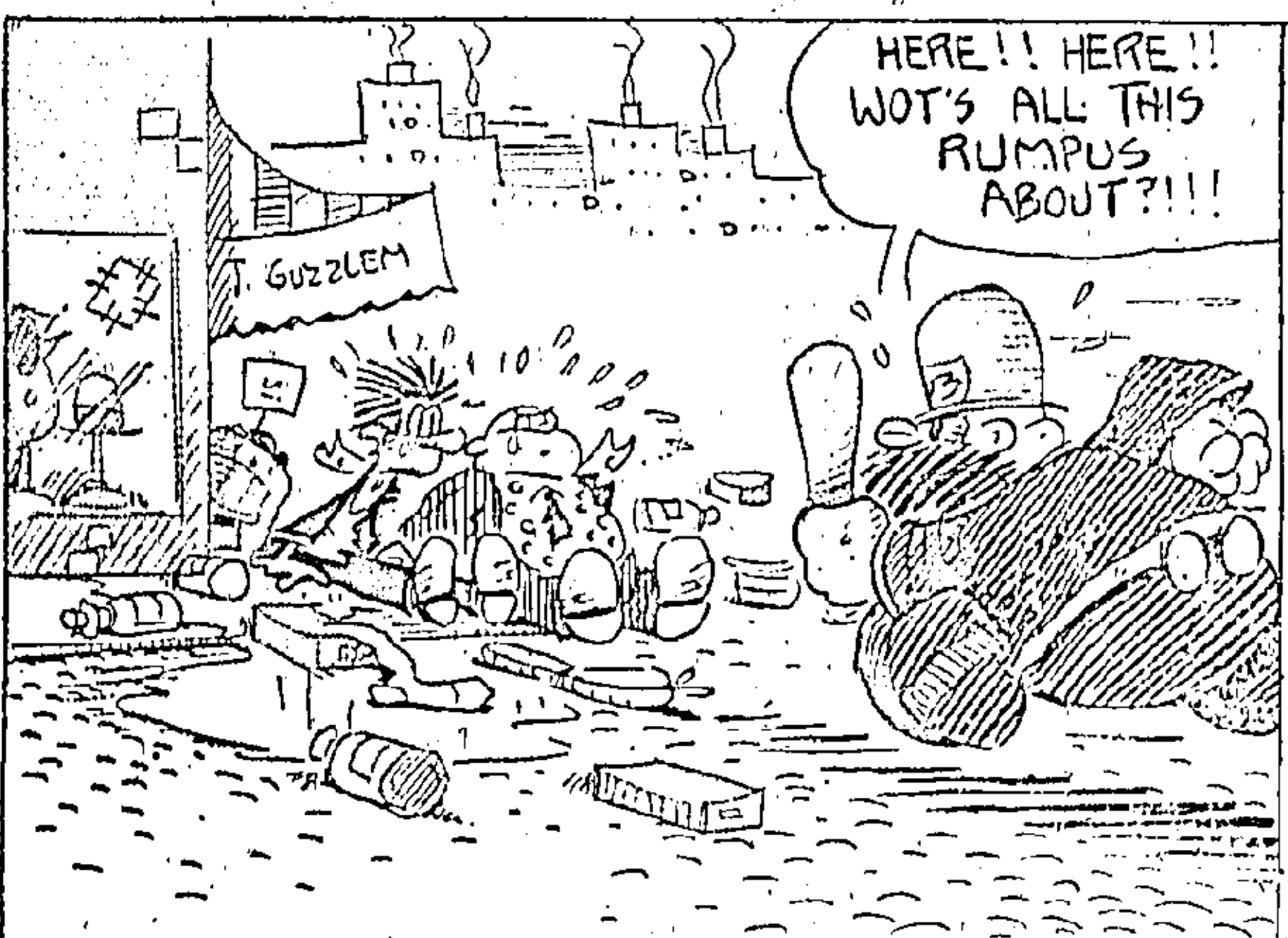
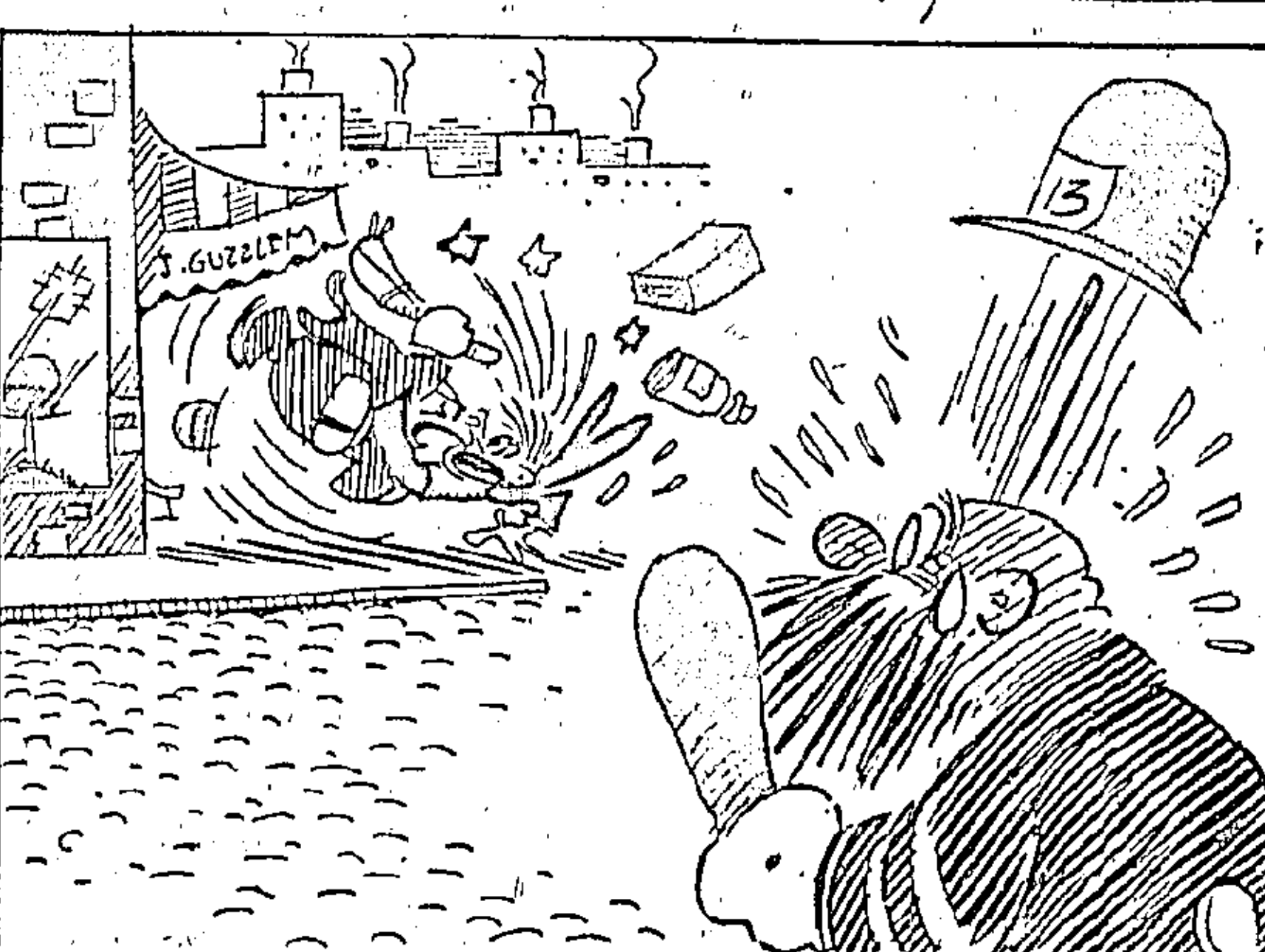
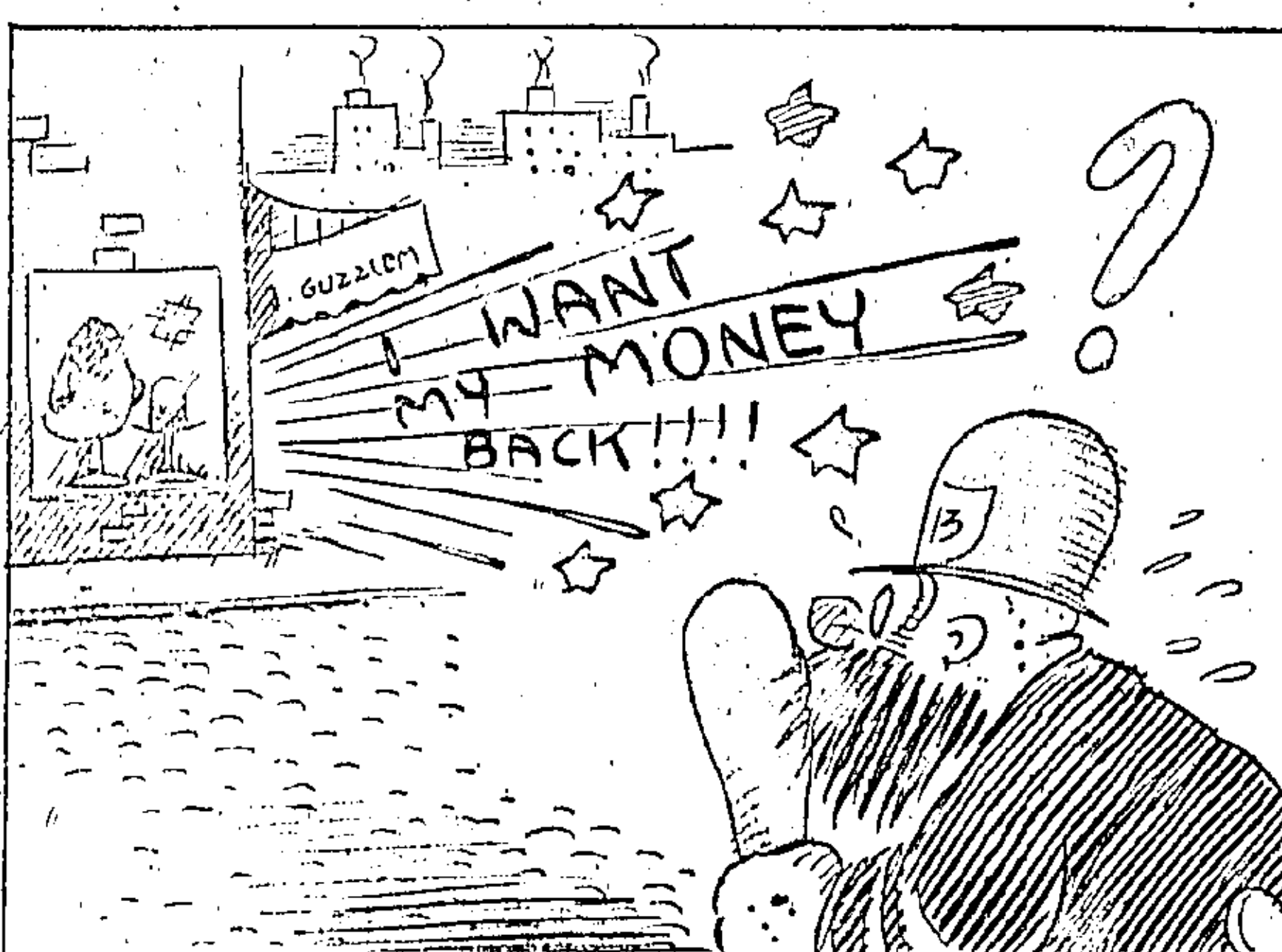
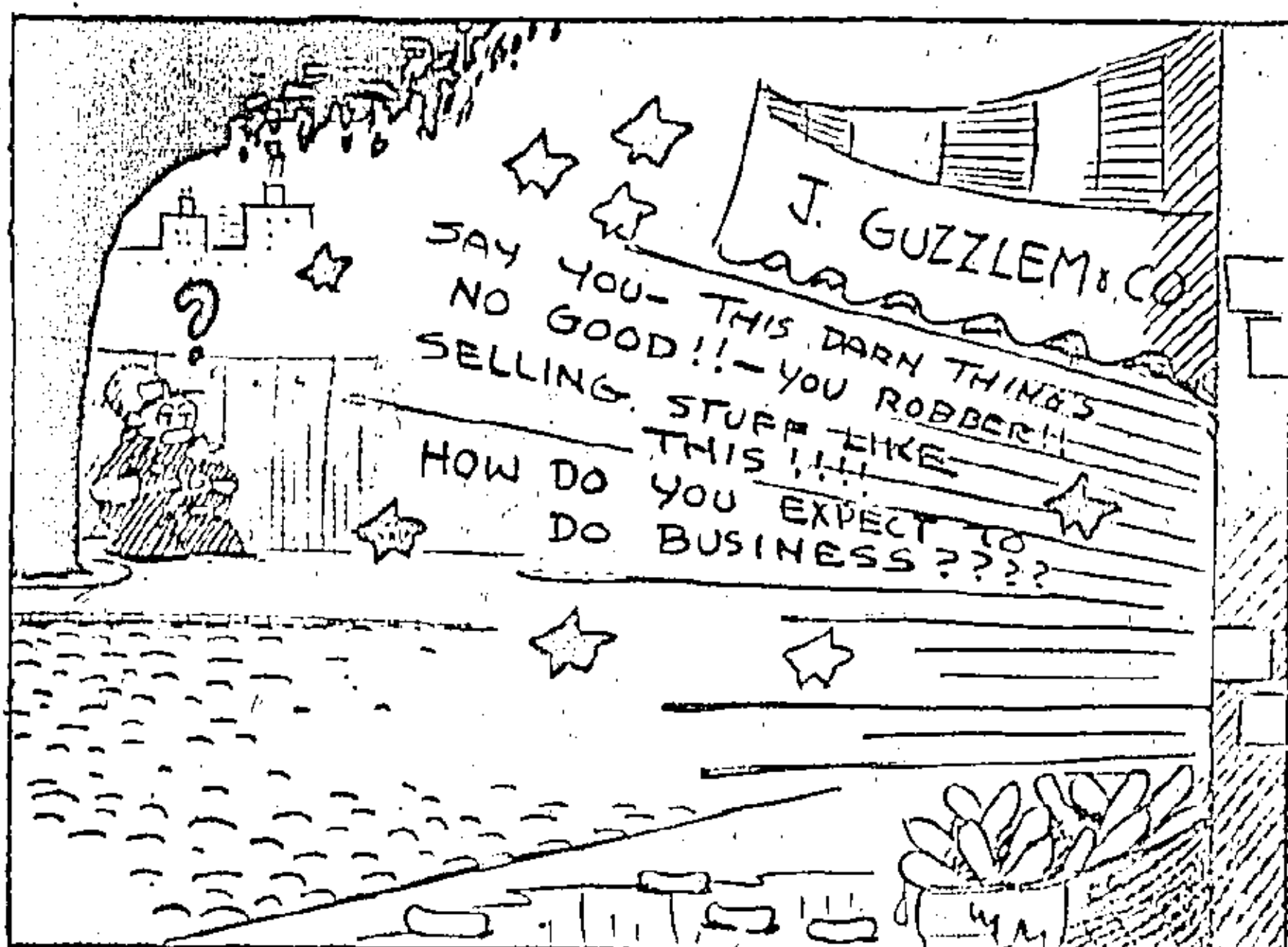
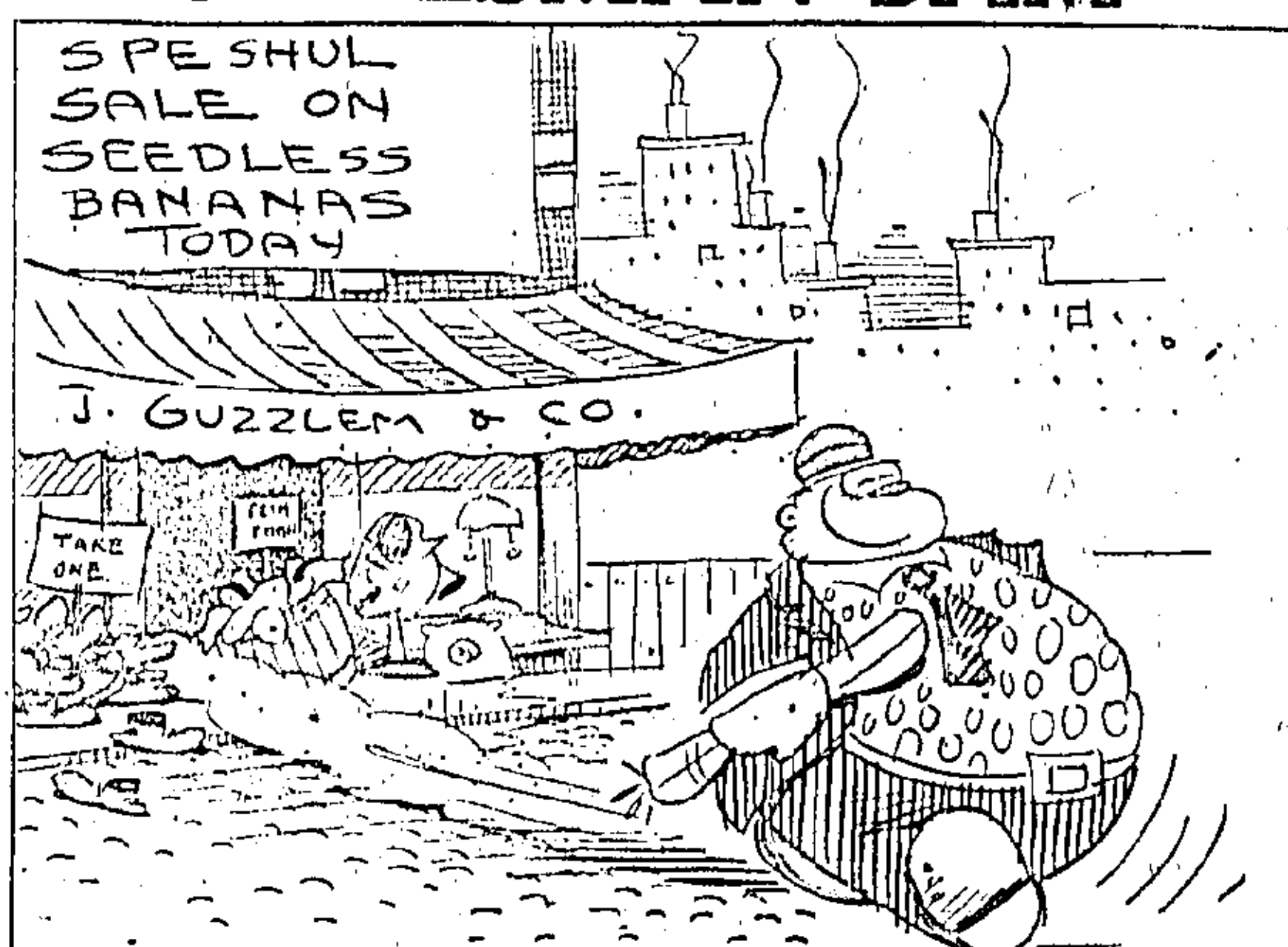
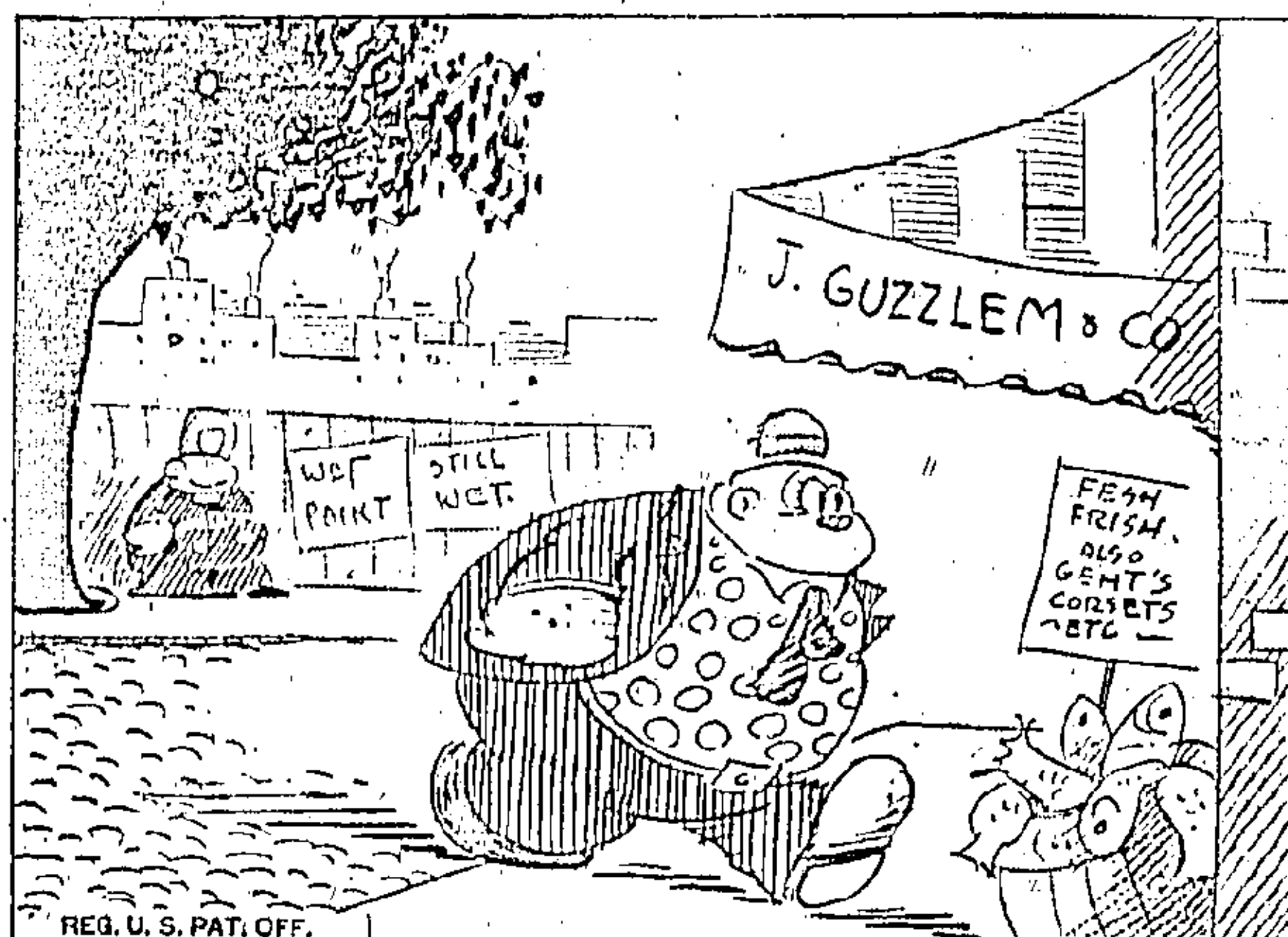
Jo-Jo THE JESTER

BY JIM LAVEY

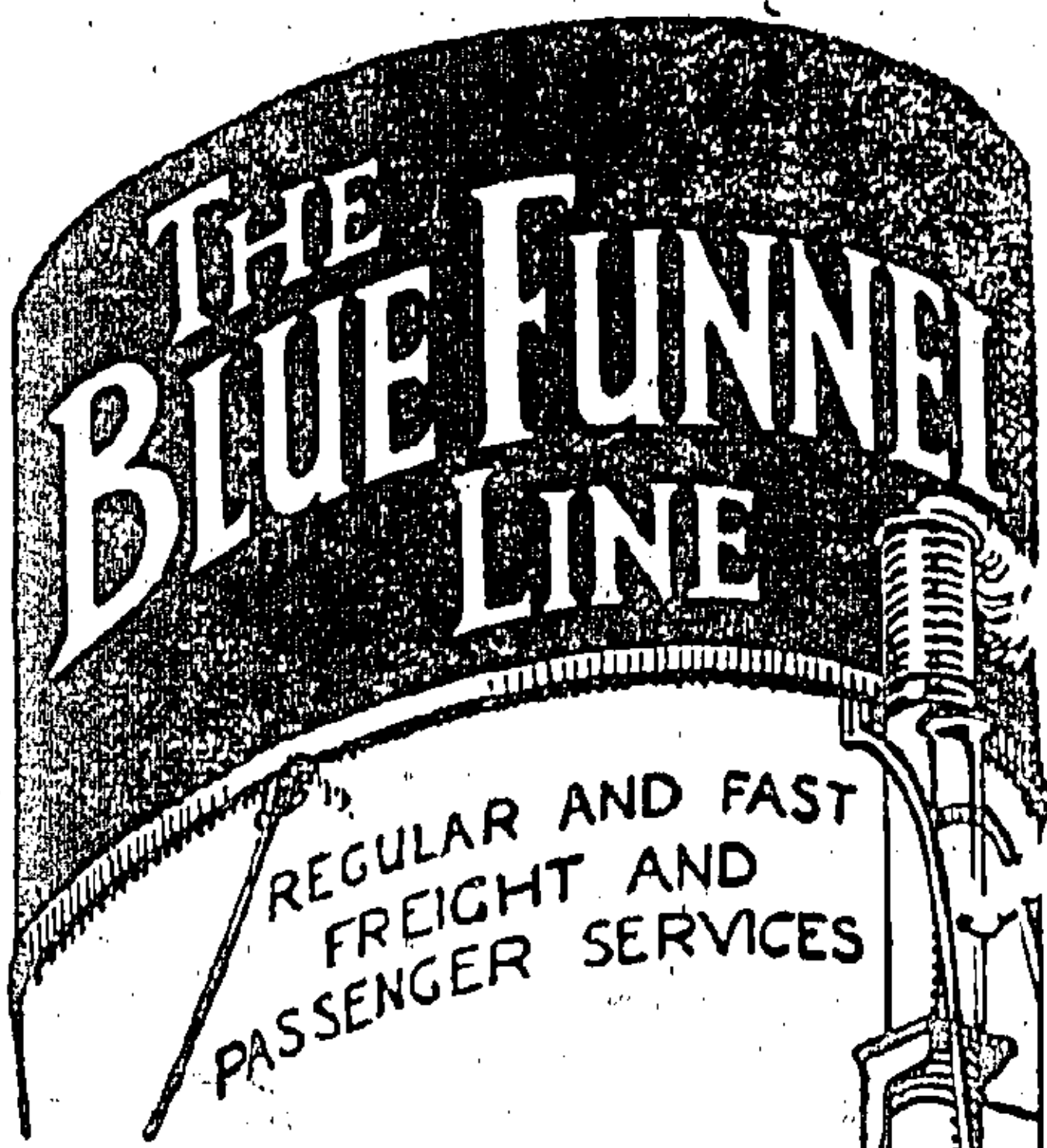
JO-JO, I'M INVITED TO MY FIANCEE'S HOME FOR DINNER THIS EVENING — SHE ASKED ME TO BRING A FRIEND, WILL YOU GO?



SALESMAN SAM



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May 18	Seattle	Geo. Washington	June 15	P'mth-C'brg June 23
May 24	San Francisco	Majestic	June 25	C'brg-S'hmpn July 1
June 1	Seattle	Berengaria	June 28	C'brg-S'hmpn July 6
June 7	San Francisco	Olympic	July 8	C'brg-S'hmpn July 16
June 15	Seattle	Aquitania	July 13	C'brg-S'hmpn July 19
June 21	San Francisco	Homeric	July 23	C'brg-S'hmpn July 29
June 29	Seattle	Mauretania	July 27	P'mth-C'brg Aug. 3
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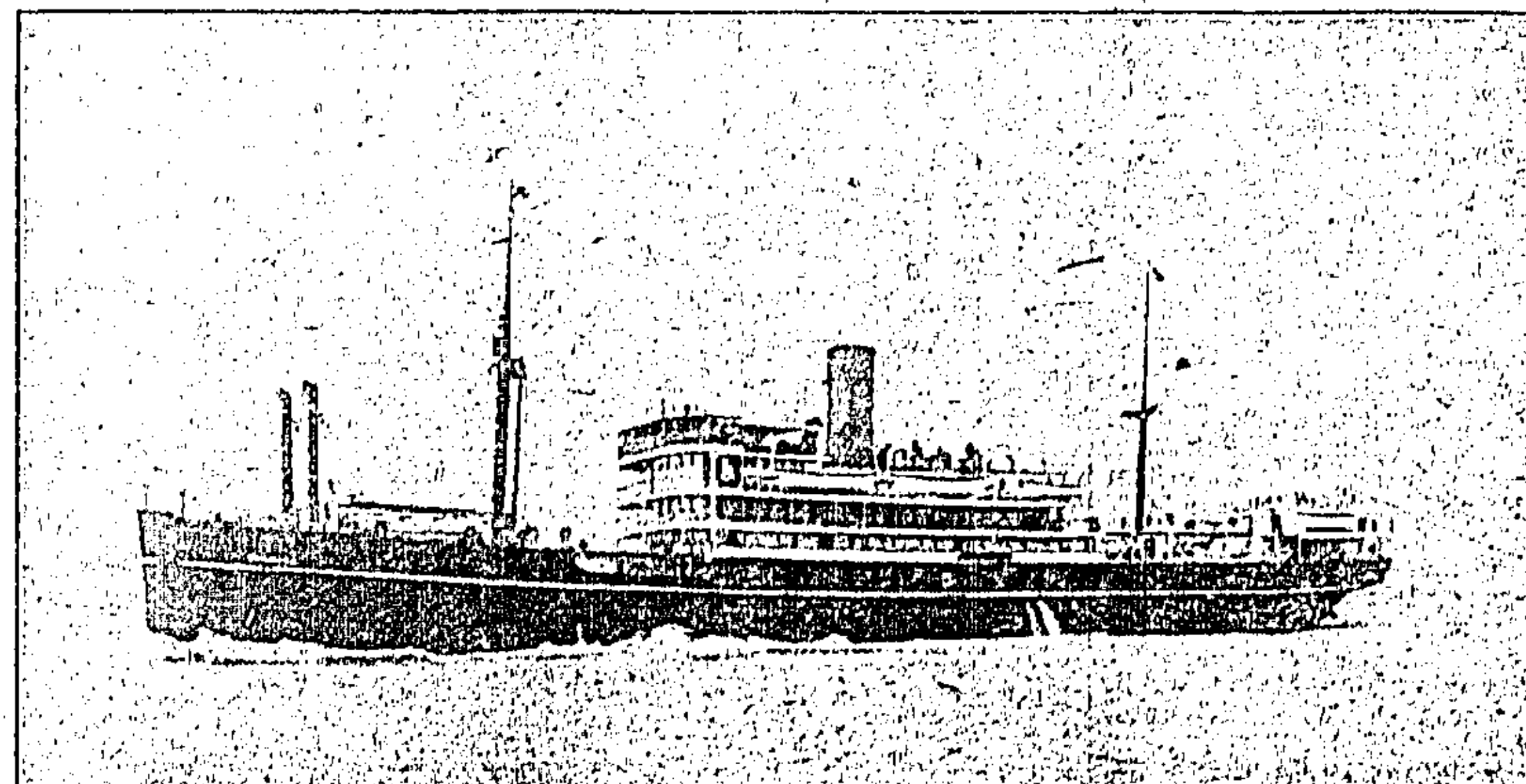
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EMPRESS OF ASIA	July 11	July 15	July 19	July 22	July 31
EMPRESS OF CANADA	Aug. 1	Aug. 5	Aug. 9	Aug. 12	Aug. 21
EMPRESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPRESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
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S.S. "VENEZIA"	Sails on or about 31st May.
M.V. "ROMOLO"	Sails on or about 28th June.
M.V. "VIMINALE"	Sails on or about 26th July.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	Sails from Calcutta	3rd June.
S.S. "UMVOLOSI"	Sails from Calcutta	30th June.

Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Central 1030. Telephone Agents

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS.
 VIA MANILA, AND THURSDAY ISLAND.
 Through Bills of Lading issued to all Australian, New
 Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
TAIPING	10th May	17th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August

For Freight & Passage, apply to:—**BUTTERFIELD & SWIRE,**
 Tel. C. 36. Agents.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
 Taking Cargo on through Bills of Lading for Straits, Java and
 Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa,
 Australasia, including New Zealand & Queensland Ports,
 Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
 Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MALWA	10,980	30 Apr. noon	Marseilles & London
DELTA	8,097	3rd May.	Singapore, C'bo & London
NELLORE	6,853	11th May.	S'pore, P'ang, C'bo, B'bay & Karachi
LAHORE	5,252	11th May.	Marseilles, L'don & A'werp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyreus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	28th Apr. 1 p.m.	S'pore, Penang & Calcutta
TILAWA	10,000	29th April.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th April.	(Manila, Sandakan, Thurs. Island, Townsville, B'bane, Sydney and Melbourne.
TANDA	6,956	3rd June.	
ST. ALBANS	4,500	1st July.	

Regular Monthly Sailings from Hongkong to Japan and
 Hongkong to Australia.
 The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hoilo, Oahu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
 Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers, or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

NYANZA	7,023	29th Apr.	Shanghai, Moji & Kobe
MOREA	10,953	29th Apr.	Shanghai, Moji & Kobe
TANDA	6,956	8th May.	
MIRZAPORE	6,715	10th May.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2ft. x 1ft. will be
 received at the Co's Office up to noon on the day previous to sailing
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
 P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE"	... 4th May.
Motor Vessel "GLENBEG"	... 31st May.
Steamship "CARNARVONSHIRE" (Via Oran)	29th June.
Steamship "PEMBROKE" (Via Oran)	27th July.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Due Hongkong.

Motor Vessel "GLENARA"	... 5th May.
Steamship "CARNARVONSHIRE"	... 12th May.
Motor Vessel "GLENSHIEL"	... 26th May.
Steamship "PEMBROKE"	... 11th June.
Steamship "GLENIFFER"	... 23rd June.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELDERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

S.S. "EUMAEUS"	... via Suez Canal	8th May.
S.S. "CITY OF DERBY"	... via Suez Canal	22nd May.
S.S. "ELPENOR"	... via Suez Canal	5th June.

Steamers proceed via Suez Canal or Panama Canal at owner
 option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

CANTON	Chaksang	Satur. 23rd Apr at	7 a.m.
TSINGTAU Swatow & S'hai Kwongsang	Sun. 24th Apr at	5 p.m.	
STRAITS & Calcutta	Suisang	Mon. 25th Apr at	3 p.m.
SHANGHAI via Swatow	Chaksang	Tues. 26th Apr at	7 a.m.
TSINGTAU Swatow & S'hai Leesang	Wed. 27th Apr at	7 a.m.	
SANDAKAN	Hinsang	Thurs. 28th Apr at	3 p.m.
TSINGTAU Swatow & S'hai Pooshing	Sun. 1st May at	7 a.m.	
STRAITS & Calcutta	Namsang	Mon. 2nd May at	3 p.m.
OSAKA Moji, Yokohama & Kobe Hosang	Tues. 3rd May at	7 a.m.	
TSINGTAU Swatow & S'hai Hangsang	Wed. 4th May at	7 a.m.	
STRAITS & Calcutta	Lalsang	Tues. 10th May at	3 p.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central

General Managers

A GAMBLING DEBT.

RESPONSIBLE FOR TROUBLE IN A CLUB.

Charging three men, two of whom were firemen, with demanding money with menaces a complainant at the Central Magistracy yesterday said he went to the Man Yuen Club where the third defendant, who was accompanied by the first, demanded \$96. When this was refused, the man created a disturbance and another who came to investigate the trouble was struck twice by one of the defendants.

Mr. Lindsell remarked that it was incredible that the man should go to a club and in the presence of other members threaten a man and demand money from him. Asked for further details, witness said he lost \$96 at mahjong when playing some time ago with the man who was struck in the club. He did not lose money to the third defendant, who he learned later was financing the man to whom witness lost. Possibly the defendant was demanding the gambling debt which had been settled some days before.

Cross-examined by Mr. H. Lo, witness denied gambling with the third defendant.

Another witness was called to support complainant's story, the Magistrate commenting that it seemed clear that the third defendant went to the club with the others and that a threat was used.

A Debt Unpaid?

The third defendant's story was that he won money from the complainant which was not paid. When he asked for payment he was assaulted, and fearing that his gambling would reach the ears of his master and mother, he did not take proceedings. Later, being told that the complainant had expressed regret, he went to the club, but payment was again refused.

Mr. Lindsell said it was obvious that the defendant took the other two men to the club to threaten the complainant. Mr. Lo suggested that he took them to prevent a further assault.

The charge was dismissed, the complainant being informed that he had not given proper information to the police. The defendants were discharged, Mr. Lindsell saying the conduct of the two firemen should be reported to the C.S.P. as they had obviously no business in the club.

Mr. Lo:—They were on holiday and not in uniform.

Mr. Lindsell: That makes no difference. Once you are a Government servant you know no holidays.

LOCAL WILL.

HONGKONG ESTATE OF \$249,000.

A re-sealing of probate in respect of the will of Mr. J. T. Hemingway, late of Heathcote, Ilkley, Yorkshire, and of Canal Road, Bradford, who died at Heathcote on September 17th, last year, has been granted to Mr. W. E. L. Shenton.

Mr. Shenton is the lawful Attorney of four executors named in the will, Mr. H. Hemingway, Mr. C. H. Scott, Mr. A. H. Blundell, and Mr. V. Burden. The late Mr. Hemingway left \$249,200 net personalty in Hongkong, and also estate in England.

He bequeaths \$1,000 to Mr. V. Burden if he accepts the post of acting Trustee, and to his wife \$3,000 to be paid immediately after his death for expenses. In addition he bequeaths to her his motor car, furniture, and plate.

Further bequeaths to his wife include \$7,000 to obtain a house in suitable grounds on freehold property, and he desires that during her lifetime she shall be paid \$4,000 per year, commencing from the date of his death.

He also makes various bequests to his son and daughters.

Bequests to his servants, conditional upon their being in his employ at the time of his death, include \$500 to his chauffeur, and \$100 each to his parlour maid, and a general servant. Under servants in the cook's department, with five years continuous service up to the time of his death, are to receive \$10 for each year of service.

In his will Mr. Hemingway states that during his lifetime he had given to such charitable objects and institutions, as had appeared to his judgment, to the full extent of what he considered his duty, and therefore he had not made provision for any sort of bequests to such institutions or objects.

Sir Robert Jardine.

The will of the late Sir Robert William Buchanan Jardine, Baronet, has been lodged at the Registrar House Edinburgh, to be recorded. Its provisions are of a family nature, with the exception of a number of bequests to employees, &c. There are no bequests to charitable societies or institutions, the testator having made his contributions thereto by way of subscription during his lifetime.

The Rev. Alfred Gill, who died suddenly at Dawlish, served his church for over 50 years without a day's illness. He was 80.

YACHTING NOTES.

BY "CHAU KUNG."

Racing this afternoon will be for boats which have not won this season. The course will be Lyman Beacon (P), mark on Line (S), Channel Rocks (S) = 7.8 miles.

The following are eligible to compete:—"Falcon," "Argulla II," "Sealark," "Adele," "Adanna," "Zephyr," and "Joan." A prize has been donated for the race which is to start at 2.45.

A Menagerie race over a course of Channel Rocks (P), Kowloon Rock (P), mark on Line (S), Channel Rocks (S), Channel Rocks (S) = 8.3 miles, will be held for those members who wish to race, the starting gun being at 3 p.m.

A keel has been laid down to the order of Maj. Greig and Capt. Latcom. R. E.'s for one of the "Typhoon" class.

I hear that "Typhoon" was out on Monday last with two reefs down, made very good going between Lam Tung and Waglan, going along fast and without much fuss. The dropping of the sail plan by 3 inches, and lowering of the mast 6 inches, together with the lightening of the gaff having brought about a big improvement in her behaviour. In a heavy wind, I was told that she out-weathered and out-footed a Heyward-Hey which ranged up for a "try-out."

The chartering arrangements are completed now and I understand she will be available next week for her first hirers.

I have been asked "What would a good little ship of about 20 feet on the water line and about 27 feet over all cost and how much to run?"

I think you would get the boat built in tank and fitted with sails for about \$1,600 whilst to fit her out would cost about another \$200. If a small motor were required another \$350 would have to be found making the total cost round about \$2,000.

The accommodation would be such that it would be very comfortable for two or three for a 3 or 4 days cruise provision being made for an ice-box and a good big cockpit with about 3 feet 3 or 4 inches of head room in the cabin. The cost of running such a boat including "boy's" wages and allowing for proper slipping and painting would be about \$33 to \$35 a month.

There would have to be an allowance made for running and standing gear, new sails etc., which would probably average at \$10 to \$12 a month. No allowance has been made for insurance or for depreciation but if kept up as she well could be at the figures given. She should maintain her value very well and if sold in 5 or 6 years time the return would not be very much—say at most \$1,200 to \$1,300—less than what she cost to build. I would ask "Would one be likely to get the same return on a car after 5 years?"

DIVIDENDS.

RUBBER AND MINING SHARES.

Messrs. Carroll Bros. have been advised of the following dividends declared on Rubbers and Mining Shares:—

Ulu Yam Tin	3%
(13th).	
Pelating Tin	5%
int. (making 10% to date).	
Telok Krui	10%
int. (making 15% to date).	
Punggor	10%
int.	

New Serendah

Final (making 40% to date).

Kamasan

Final (making 65% to date).

Semanggol

Final (making 35% to date).

Borelli Rubber

Final (making 60% to date).

Borelli Rubber

5%
int.	
Ulu Fiah	5%
Final (making 10% to date).	
Tin Bentong N. L.	2/-
(13th).	

Quotations.

Allenbys	\$ 8.20
Ayer Moleks	2.85
Balgownies	4.50
Changkat Serdangs	10.50
Glencalles	3.00
Jerams	2.00
Jemas	2.90
Lunas	4.00
Kedahs	4.70
Malaka Pindas	2.75
Malakoffs	4.75
New Serendahs	2.90
Pajams	1.50
Punggor	1.55
Tambalaks	1.55
Teluk Ansons	15.75 x 6

A BIG BOOM.

SIR FRANCIS AGLEN'S PROPHECY.

London, April 22.
 Sir Francis Aglen in an interview, expressed confidence that the end of the present turmoil, which mark the beginning of the greatest of Far Eastern trade "booms" and that meanwhile the Chinese were willing and anxious to take on foreign trade wherever conditions make it possible.—*Reuter.*

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.

LOADING DIRECT FOR

MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG

and SCANDINAVIAN PORTS.

Loading about

M.V. "SUMATRA" ... 16th May.

M.V. "JAPAN" ... 8th June.

FOR SHANGHAI and JAPAN PORTS.

M.V. "JAPAN" ... 80th April.

For further particulars apply to the

Agents:

GILMAN & CO., LTD.

Hongkong.

G. E. HUYGEN.

Canton.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL

ROOMS AVAILABLE FOR THE PUBLIC.
Highest degree of comfort and taste.

Renovations and lavish decorations just completed; every modern convenience; catering de luxe; best food and liquors.
Each room has hot and cold water, private phone, box mattress etc. spacious public facilities; attention and service.
Manager, J. H. Widdell, Phone C. 373, Canton "Victoria," Hongkong.

HOTEL SAVOY

When in doubt, make it The Savoy!

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON
Modern Toilet System.
Elevator and Telephones to each floor.
Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention
Tels. K. 608-609. WM. HAROLD PERRY
Cables KOWLOTEL, HONGKONG Manager

PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur. E. Odell, Managing-Director.

TEA DANSANTS —

AT

CAFE RESTAURANT PARISIEN

BEST OF TEA

&

BEST OF MUSIC

(Daily Service)

TEA, per pot20 cents
CAKES, each05
SANDWICHES, each05

DANCING EVERY DAY EXCEPTING SUNDAYS
From 4.30 p.m. to 6.30 p.m.

WELCOME

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

NAVAL MEN IN WUHU
CLASH.

(Continued from Page 1.)

sailors while in rickshas yesterday
were attacked by a mob of coolies.
One of them was stabbed twice.
—Reuter.

NANKING GOVERNMENT.

Appointment for C. C. Wu.

Shanghai, April 22.
A report from Nanking dated
the 21st states that the Nanking
Government has appointed C. C.
Wu as Minister of Foreign Affairs
but that Eugene Chen retains the
post until the Nanking affair is
settled with the Powers. The
post was first offered to Hu Han-
min who refused it.

Ku Yin-fan was appointed
Minister of Finance.—Reuter.

TROUBLE IN YUNNAN.

Partial French Evacuation.

Paris, April 22.
Le Petit Parisien announces that
French residents have evacuated
that part of Yunnan which is over-
run by bandits.—Reuter.

CANTON COMMUNIST PLOT.

Nipped in the Bud.

The discovery by the Canton
authorities on Thursday night
that the Communists were plan-
ning a general strike in a final
attempt to secure control of the
situation resulted in partial can-
cellation of the anti-Red victory
celebrations which were to have
taken place in Canton yesterday.

The police chief and General
Li Chai-sun immediately pro-
claimed martial law, and raids
were made in different parts of the
city, resulting in the arrest of
over a hundred Red agitators.
Seditious pamphlets had been
circulated attacking the Moder-
ates, demanding the release of the
men arrested during the coup, and
calling a general strike for Friday.

A number of labour unionists
responded to the strike call, in-
cluding the seamen of the Hong-
kong, Canton and Macao Steam-
boat Company's ships. They
were unable to leave on scheduled
time, but the police prevailed upon
the Seamen's Union to order its
members to resume work, and they
did so shortly before eleven
o'clock yesterday. The first vessel
from Canton reached the Hong-
kong wharf shortly after eight
o'clock last night.

The celebration of the anti-Red
victory was confined to a brief
meeting held yesterday morning,
and the processions have been
cancelled.

BUREAU OF PUBLIC SAFETY.

Precautions at Canton.

At the first meeting of the Mil-
itary Supervision Committee held
at the Bureau of Public Safety the
following resolutions were passed:

1.—This committee is an organ
of investigation and executive ac-
tion. All important affairs relat-
ing to the detection and punish-
ment of extremists shall be
managed by this Committee with
the assistance of the military and
administrative authorities.

2.—A secretary shall be ap-
pointed by this committee to take
charge of the records, and preser-
vation of documents.

3.—Communist elements of a
peaceful nature should give them-
selves up before the provincial
or City Kuomintang within ten
days. They should submit a state-
ment of repentance and make a de-
claration in the local press. They
shall then be exempted from any
punishment and will be protected
by law.

4.—People who have communist
refugees in their premises should
report to this committee or to the
nearest military or police stations.
Otherwise they will be charged
with sheltering rebels upon being
detected.

5.—Information should be se-
cretly given to this committee or
through any police, military or
Kuomintang quarters of the pre-
sence of communist elements.
False accusers, however, will be
liable to punishment.

6.—Rewards will be given to
those persons who discover regis-
ters of names, ammunition, or
other proofs of sedition of the
communists or their private dens,
and report the same to this com-
mittee.

The Associated Daimler Com-
pany, of Walthamstow, have
received an order for 70 omnibus
chassis from the Anglo-Argentine
Tramways Company for use in
Avellaneda, a suburb of Buenos
Aires.

OUR TELEPHONES.

(Continued from Page 1.)

defaulting subscribers. I am
pleased to state, however, that the
system of deposit accounts which
we have since instituted minimises
to a very large extent the risk of
similar losses being sustained in
the future.

Improved Service.

During the year under review,
as the result of re-organisation at
the Main Exchange, the service
has been materially improved—
this being reflected by the dimi-
nution in the number of complaints
recorded; furthermore, the number
of Subscribers has been increased
by the addition of 463 Exchange
Lines and 33 Extension Lines,
which I venture to think you can-
not but regard as very satisfac-
tory.

The Balance Sheet.

On the Liabilities side of the
Balance Sheet you will observe
that the issued Capital of the
Company now stands at \$1,922,600
and the Share Premium Account
at \$209,040. The General Reserve
shows a credit of \$25,000 which
was the amount voted to that
Account at the last Annual General
Meeting; therefore, in the event
of your adoption of the Board's
recommendation for the appropria-
tion now before you in respect of
the profits for the year ended 31st
December, 1926, this account will
stand in credit to the extent of
\$75,000.00.

Turning to the Assets side of
the Balance Sheet, two items ap-
pear to call for particular com-
ment, namely, the expenditure of
\$268,042.36 in respect of additions
to Plant, and \$56,611.68—which
you will find under the heading
"Automatic Plant—Preliminary
Expenses."

Underground Cables.

The major portion of the expen-
diture in respect of the first of
these two items covers matters of
a permanent nature, and was
necessitated by virtue of the terms
of our franchise from the Govern-
ment, which, *inter alia*, calls for
the substitution of underground
cables for overhead wires. In this
connection 262.68 circuit miles of
underground cables, 25,695 cir-
cuit miles of covered distribution
cables were laid during the year;
furthermore, in the month of May
last, a new submarine cable was
laid across the Harbour between
Hongkong and Kowloon which not
only permitted us to recover the
then existing faulty cable, but also
provided an additional 37 lines for
junction working between these
points. While on this subject, I
would incidentally add, that not-
withstanding the fact that much
progress with this transfer-over
has already been made, still
further considerable expenditure
must necessarily be incurred in
giving effect to the requirements
stipulated for in the Hongkong
Telephone Ordinance.

Proposed Automatic Service.

The expenditure under the
second of the two items with which
I am dealing was incurred in re-
lation to preliminary investiga-
tion in connection with the pro-
posal to instal an automatic tele-
phone service—a subject referred
to by my predecessor in the Chair
when he addressed you last year.
After mature consideration, your
Board was of the opinion that it
would be in the best interests of
subscribers that expert advice
should be obtained in order that
the whole question of telephonic
communication in the Colony
might be investigated. With this
in mind, your Directors approached
the Government with a request
that an independent expert should
be nominated with a view to his
submitting a report regarding the
most efficient and satisfactory sys-
tem suitable to the requirements
of the community.

As a result, Mr. R. W. Weight-
man, of the firm of Messrs.
Preece, Cardew and Rider,
Consulting Engineers to the
Crown Agents, was appointed
by the Government, and visited
the Colony at the expense of your
Company in December, 1925.

Mr. Weightman's report advocat-
ed the installation of an automatic
system. Your Board has, there-
fore, authorised the Company's
Consulting Engineers in London
to embark upon the preparation
of preliminary specifications with
a view to calling for tenders, and
when these have been obtained, it
is the intention in your Board to
place the whole matter before the
Chambers of Commerce and the
Government with a view to a de-
finite decision being arrived at
by an impartial tribunal as to the
suitability or otherwise—so far
as the community, and more par-
ticularly, the subscribers, are con-
cerned—of the automatic system
as against the manual system.

Entertainments.

Hailed as the
Romantic Screen
Sensation of the Year!

TO-DAY
at 7.15 & 9.20 only
QUEEN'S

with
GRETA GARBO
ANTONIO MORENO
LIONEL BARRYMORE
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Scenario by Dorothy Farnum—From
the story by
BLASCO IBANEZ

See This Great
Film Triumph Now!

Directed by

FRED
NIBLO



WORLD

TO-DAY ONLY

MONNA VANNA

A tragedy of the Renaissance
founded on the famous play

by

MAETERLINK

STAR

TO-DAY ONLY

BUSTER KEATON

in

OUR

HOSPITALITY

Question Of Initial Outlay.

Your Directors do not pro-
pose at this juncture to offer
an opinion as to the respec-
tive merits of the two systems,
other than to indicate that it ap-
pears to them in the main to re-
solve itself into a question of in-
itial outlay, return on investment,
and consequent subscription rates
to be charged. I will, therefore,
confine myself to stating that your
Board possesses an open mind on
the subject, and is inspired solely
by a strong desire to render
the most efficient service possible
commensurate with such a return
to the Company as is contemplated
by the Ordinance under which the
Company's undertaking operates.
I now beg to formally propose
that the report and accounts, as
presented, be adopted, and that
the following appropriations be
confirmed:

Payment of a Final Dividend of
5%, making 8% for the year,
\$96,130; transfer to General Re-
serve, \$50,000; bonus to European
Staff, \$5,947.21; carry forward to
next account, \$2,357.86.

I shall be much obliged if some
shareholder will kindly second
such proposal, whereupon ques-
tions as to the report and accounts
may be raised.

SUNDAY, APRIL 24TH.

THE MORROW OF

ST. GEORGE'S DAY

at 9.20 p.m.

THE MASSED BANDS

of

1st BN., THE CAMERONIANS
and

2nd BN., THE KING'S OWN SCOTTISH
BORDERERS

will give an

ENGLISH CONCERT

AT THE

QUEEN'S THEATRE

Prices \$3, \$2 & \$1.

Servicemen half price to \$2 & \$1 Seats.